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KOWLOON-CANTON RAILWAY. TIME-TABLE.

WEEK-DAYS									
STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	PM
Kowloon	5.40	8.15	10.30	11.40	12.00	1.15	2.25	4.35	5.50
Yau Ma Tei	5.50	8.25	10.40	11.50	12.10	1.25	2.35	4.45	6.00
Shatin	6.00	8.35	10.50	12.00	12.20	1.35	2.45	4.55	6.10
Tai Po	6.10	8.45	11.00	12.10	12.30	1.45	2.55	5.05	6.20
Tai Po Market	6.20	8.55	11.10	12.20	12.40	1.55	3.05	5.15	6.30
Fanning	6.30	9.05	11.20	12.30	12.50	2.05	3.15	5.25	6.40
Shaukei	6.40	9.15	11.30	12.40	1.00	2.15	3.25	5.35	6.50
Shamshui	6.50	9.25	11.40	12.50	1.10	2.25	3.35	5.45	7.00
Shamshui	6.55	9.30	11.45	1.00	1.15	2.30	3.40	5.50	7.05

SHA TAU KOK BRANCH.

WEEK-DAYS									
STATIONS	AM	PM	AM	PM	STATIONS	AM	PM	AM	PM
Fanning	7.45	11.30	2.30	6.25	Shamshui	6.30	10.15	1.05	5.00
Shamshui	8.40	12.25	3.15	7.20	Fanning	7.55	11.10	8.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.
STATIONS AM PM AM PM
Fanning 7.45 11.30 2.30 6.25
Shamshui 8.40 12.25 3.15 7.20

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KOWLOON RESIDENTS' ASSOCIATION.

A FAIR RENTS BOARD WANTED.

THE 'BUS SERVICE.

At the monthly meeting of the Committee of the Kowloon Residents' Association, over which the Rev. J. Horace Johnston presided, a number of interesting matters were dealt with.

The first and most important business on the Agenda was the question of a "Fair Rents Board." The Committee had been advised of cases where rent had been increased to a very large extent. In the worst case notified the increase represented 140 per cent. of the rent paid previously to June 30th.

It was pointed out that if such increases can be made at this time of depression when there are fewer people in the Colony and there is an admittedly large number of Chinese premises vacant, the rent situation is going to be much worse as soon as conditions in the Colony return to normal. The Committee were of the opinion that there should be some form of Government control and that a "Fair Rents Board" with powers to investigate all cases of large increases in rent would do much to stabilise rents. It was, therefore, decided to write to the Government asking them to institute a "Fair Rents Board" in the following terms:—

September 16th, 1926.

"The Hon.
The Colonial Secretary,
Hongkong.

FAIR RENTS BOARD.

Sir,—I am instructed by the Committee of the Kowloon Residents' Association to submit the following request for the serious consideration of the Government.

Even at the present time, when large numbers of Chinese and Europeans are away from the Colony owing to the boycott, the Committee has received advice of instances where rents have been increased from 32 per cent. to 140 per cent. of the rent paid previously to the removal of the Rents Restriction Ordinance on June 30th, 1926. The Committee feels that in such cases there should be some court of appeal which could inquire into the circumstances, and if necessary arbitrate between tenant and landlord.

Such a court of appeal could be formed by instituting a "Fair Rents Board," on which the parties interested would be represented adequately with powers to investigate all cases of increased rent submitted by tenants. The Board should be empowered to call witnesses and to demand the production of records and accounts to show the actual return on a landlord's investment. The Board should be further empowered to call expert witnesses, if necessary, to arrive at actual valuations as against—in some cases—the highly inflated prices paid.

The Committee would point out that such a Board would not be subject to the same criticism that was levelled at the Rents Restriction Ordinance, namely that of preventing development of property.

Since some form of Government control is exercised over profits and rates of such public utilities as tramways, omnibuses, electric lighting and telephones, it is felt that some form of control is amply justified in the case of rents. Rent occupies a large proportion of the public's monthly budget, and the total expenditure for the public utilities mentioned.

I am, therefore, directed to urge the Government to institute such a Board at the earliest possible opportunity.

This request is in accordance with the wishes of 82 per cent. of the members of this Association who answered the Committee's referendum on the subject. I have the honour to be, etc.,
HON. SECRETARY.

KOWLOON GOVERNMENT DISPENSARY.

A report recently appeared in the Press that the Government was considering the possibility of combining the work of the Kowloon Dispensary with that of the Kowloon Hospital. Presumably this means that the Dispensary in Nathan Road will be closed and the facilities now given transferred to the Kowloon Hospital. In view of the distance to the Hospital and the lack of transport facilities in that direction it was decided to ask the Government if the Kowloon Dispensary has to move from its present premises to find some other home for it in the same neighbourhood in order that the Tsim Sha Tsui district may not be deprived of what is a very real advantage especially to the Chinese residents.

(Continued at foot of next column.)

CIRCULAR LETTER TO KWANG-TUNG LEADERS.

CHIANG KAI SHEK AS COMPRADORE.

HIS ASSOCIATION WITH THE BOLSHEVIKS.

The Amalgamated Organisations for the overthrow of Bolshevism and the Salvation of China, which have their headquarters at Shanghai, have addressed a circular letter to the military leaders of Kwangtung including General Tan Yen Kai (former Tschun of Hunan) pointing out that in serving General Chiang Kai Shek they are placing themselves under the Russians. The circular reads:—

"With the military forces which you control, you are, on the one hand, hoisting the banner of the National Revolution but, on the other, you are mere satellites serving and obeying the orders of the dictator, Chiang Chung Cheng (otherwise Chiang Kai Shek), directly, but indeed you are placing yourselves indirectly under the Soviet Russians, whose Bolshevism and Communistic practices are too well known to need further explanation. Do you know the real meaning of the Revolution and the real wishes of the people? Do you know what you are fighting for so hard, so ardently? Do you know that our aspirations have nothing to do with Bolshevism? Do you know that the Chinese Revolution is purely a Chinese matter, with which we do not desire foreign interference, Soviet Russian or otherwise? The Chinese Republic belongs to the Chinese people and not to any particular individual or party, but now it is being monopolized by Kwangtung with Chiang Kai Shek as the compradore, for he is really nothing else, of the Bolshevists of Russia. Such acts are wrong and lead to suspicion. The revolution aims at social, as well as political, reforms, whereas the Canton Government is monopolizing the sale of opium, permitting public gambling and imposing harsh and illegal taxes and practicing the vices of the militarists and the old class officials. The Canton Government has given no explanation in connection with this and, therefore, it cannot but give us reason to doubt its sincerity.

Not China's Friend.

Does the Nationalist Government of Canton propose a class revolution and the confiscation and nationalization of properties? On the one hand she allows the labourers excessive liberty in Canton and on the other she plans an economic revival on a very large scale. They speak of the revolution in the south. What kind of a revolution do we want since we have recognized the revolution of 1911? Why contradict ourselves? What they actually mean is that the southern militarists and the Cantonese Anti-Northern Expedition aim at the annihilation of the militarists in the north. Do you not know that this selfishness, this greed for power is the cause of the endless troubles which China has been having? When one militarist is finished in China, another rises to take his place, fighting breaks out and revolutions and expeditions are endless. Take, for example, Portugal and Mexico, because they serve as the best illustrations. Chiang Kai Shek is a traitor to his country, your real enemy, because he is really selling the country to the foreigners, to the imperialists and to the militarists, the Bolshevick Russians. He is not your friend, and he is not China's friend. He is our enemy. He talks of overthrowing militarism and imperialism, of having himself elected, but he is not a militarist himself and does he not accept the Soviet imperialism? Chiang Kai Shek's crimes are too numerous to enumerate! For the sake of everybody, it is our hope and advice to you that you should start a new revolution, if necessary, that of going against Chiang Kai Shek, if you do not desire to be classed as his running dogs!"

KOWLOON 'BUS SERVICES.

The Committee were very gratified to note that the Government had so promptly instituted the additional bus stopping places in the Kowloon City route which the Committee recently recommended, namely at the junction of Moiy and Chatham Roads and Taiwan and Kowloon City Roads, and the substitution of Austin Avenue for the Austin Road Stop. A petition having been received asking for an additional stop at the junction of Nathan and Granville Roads, the Bus Sub-Committee recommended that in view of the fact that all stops are optional and buses only stop if requested that the Government be asked to institute an additional stop at this point. It was also decided to ask the Government to institute a further stopping place on Salisbury Road opposite the Post Office.

DISORDER IN SHANGHAI.

CHINESE ATTACKS ON FOREIGNERS.

SOLITARY ENGLISH LADY MAULED BY WELL DRESSED MEN.

Two ugly incidents occurred in the Settlement on Wednesday night, says the N.C. Daily News. An English lady, the wife of Police-Sgt. Slater was attacked and severely mauled by a gang of well dressed young Chinese in Avenue Road, and rather later in the evening a Russian was set upon by a gang in Louza district, and stumbled into the Louza Police Station with his story sick and dazed from a beating. As far as can be discovered, neither of the victims has particular enemies among the Chinese, while both are positive in their statements that their assailants were young men and well dressed, belonging either to the student or clerical classes. The Russian made the statement:—"They must have mistaken me for an Englishman."

The police believe that agitators and fanatics are taking this opportunity, while conditions are unsettled and stirring events are taking place in the Yangtze, to wreak their malice upon isolated foreigners, preferably after dark and invariably where help is not likely to be forthcoming. Since it seems that women are not immune from cowardly assaults of this description, foreign ladies are strongly advised not to appear upon Chinese or unfrequented streets after dark and alone. All foreigners, says the Shanghai paper, would do well to keep out of the side streets at night in order to avoid trouble.

CHANG TSO LIN'S RIGHT HAND MAN.

"ONE ARMED SUTTON."

ENGLISH SUBALTERN'S ADVENTUROUS CAREER.

Some of the London papers have dressed the capture of Nankow Pass with a romantic story or two of "One Armed Sutton," the venturesome Englishman who is in charge of Marshal Chang Tso Lin's arsenal at Mukden, and is therefore considered entitled to some share of the credit of ejecting the "Reds" from their stronghold. "General" F. A. Sutton, who holds his rank in the Fengtien army, is now engaged on the completion of a new arsenal at Mukden for the production mainly of trench mortars.

In Chinese phraseology the work is 80 per cent. done. The factory consists of foundry and machine shop capable of producing 3,000 three-inch and 300 six inch shells per day, a gun shop capable of producing six three-inch guns and one six-inch gun per day, also two blacksmith shops, shell painting shops, and ample stores. In the gun and machine shops there are about 200 machines, and in addition there are a brass foundry and a steel converter for the purpose of producing high-grade steel castings.

"General" Sutton believes in the most modern ideas, and has introduced them. His three-inch 1925 model trench mortar with new type shell is said to have a range of nearly four miles, and can be fired at the rate of 40 rounds per minute, while his six-inch mortar can discharge eight or ten rounds per minute. He is also well advanced in his experiments on a new design of gun and shell of which no details have as yet been divulged. It is no mean feat, says the China Express & Telegraph, for this English ex-officer to have won the confidence of the Manchurian war lord to such an extent in these difficult times as to be considered his right-hand man, and it is certainly to his credit that, where others equally as skilled might have failed, he has overcome many obstacles and made good.

CONFESSION OF 11 MURDERS.

MAN'S SEVEN WIVES AMONG VICTIMS.

VIENNA, August 9th.
Consenting to become the eighth wife of a wealthy farmer named Volodescu at Alzina, a little Rumanian township, a girl fled to her parents after the first week of married life, declaring that the husband was a cruel monster.

Her father went with her to visit the man to arrange about a divorce, but the farmer sprang at her and stabbed her to the heart with a dagger.

Volodescu has been arrested, after hiding in the woods for two days. He confesses that he murdered all his 7 previous wives by prolonged torture, as well as 4 other girls whom he engaged as servants.

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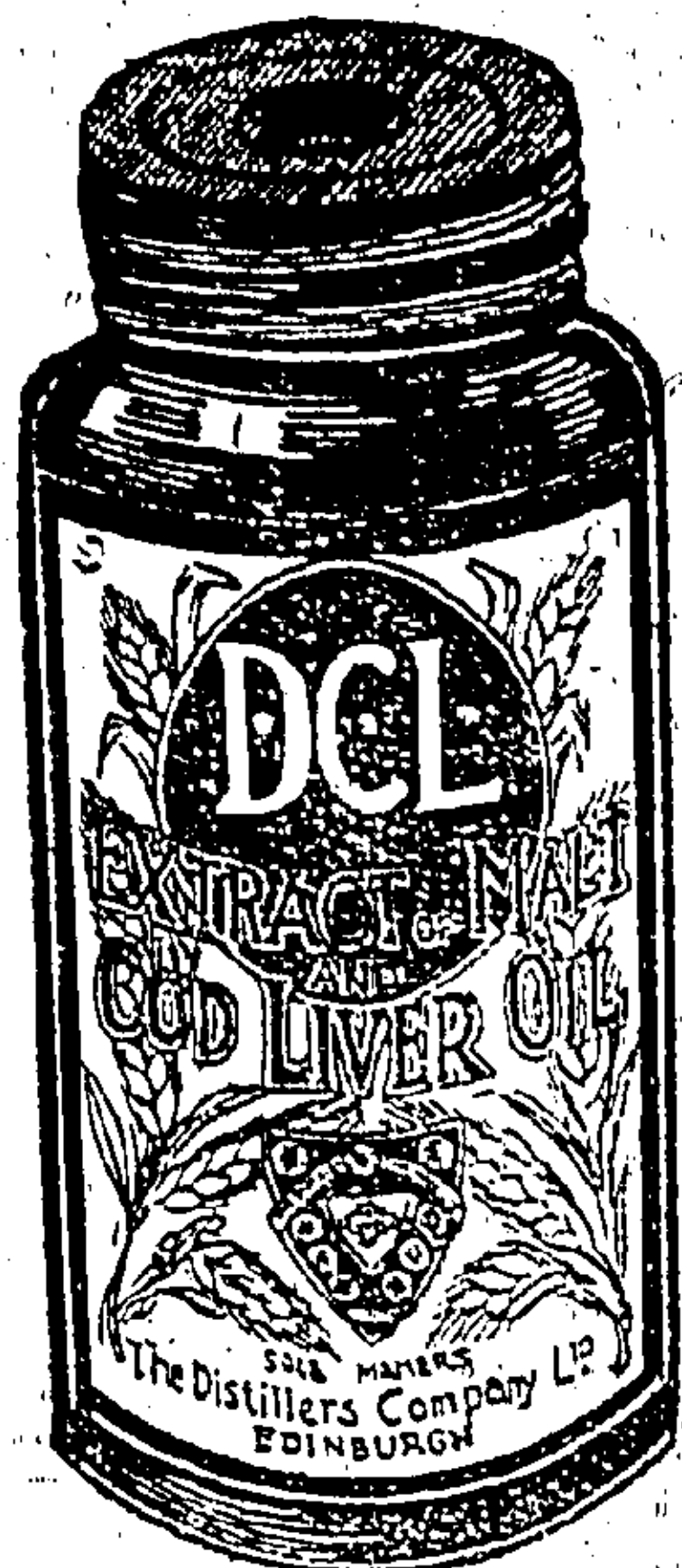
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CRICKET NOTES.

Not Practice has not progressed very far at present although the more enthusiastic members of the H.K.C.C. are turning out, when the weather will let them, and getting into trim for the business which will come along in October. It is, however, early to discuss form yet.

During the last week I have frequently been asked to "select my team for the forthcoming Interport." Now at the present moment one has not the necessary data available, at all events to make a proper selection, but it may be of considerable interest to discuss the matter as it may present itself to the Selection Committee, when that body begins to function. And that reminds me that there is also a good deal of interest attaching to the names of those unfortunate gentlemen, who will be requested to serve in this most thankless position. The task will be exceptionally difficult this year, and as Tam Pearce will be away until the beginning of November he will not be available, as heretofore, to serve. I personally should be inclined to leave the matter to Dick Hancock and Colonel Robertson, with the understanding that if any unforeseen circumstance should prevent Hancock from skipping the side, the player chosen by these two to act as Captain should be co-opted to the Committee not later than 1st November. I think it is unfair, both to the side and to the individual, to place upon the Committee anyone who is in the position of having to play for his place himself. And I do not consider that any of our very few "certainties" have that mature cricket judgment, which is quite apart from skill as a player—which the position demands. As a matter of fact the Club might do far worse than to appoint Hancock, Colonel Robertson and A. O. Lang, and have done with it.

This being settled to my satisfaction, if to nobody else's, let us proceed to consider the task that faces the Selection Committee. Some thirty years ago, Dr. W. G. Grace, in his book on cricket, laid down a method of choosing a team, to which I think I have previously referred. It holds good to-day. True, in those days, when wickets had not reached their present excellence and when the standard of bowling was higher, the need for a left-hand trundler was not so paramount, though if my memory serves me W.G. does refer to it in no uncertain terms. But let us proceed.

"First," says W.G., "give me two good bowlers." Easy, Bowker and Reed, if the latter's leg is going to hold up all right. Since he was wounded he has never been absolutely sound, and a long spell of bowling on hard ground is apt to try him. But let us hope for the best. These two anyway, barring dark horses, stand head and shoulders above any other bowlers.

"Next, give me two good change bowlers." Here comes the rub. We have heaps of bowling of a sort, but at present I see trundler quite good enough to play entirely on his bowling form, irrespective of batting and fielding. Goodwin, B. D. Evans, Parker, F. Baker and G. H. Sayer—right-handed; and Owen Hughes, Wales, Robertson—of the Police, I think, and F. J. Ling,—left-handed,—can all take wickets. On last season's form Goodwin and Parker would seem the best of the punch *quid* bowling. Parker, I hear, is suffering from a particularly heavy job of work, but if he can find the necessary time for cricket he should go a long way. I mention the above names as they occur to me, but there are sure to be others of whom consideration will be taken later.

Next "give me a wicket-keeper." I hear rumours that there is a gentleman named Stanton in the Colony and that he has kept for Hampstead. I shall hope to see him in action later if the dreadful whisper that he is taking up rowing is not true. Failing him, I still think that S. A. Ismail will keep. He can bat a bit though I should describe his style rather as the triumph of the immovable object over the irresistible force.

So far not so bad. But now we want: "Two good bats and then two more good bats; the others if they can 'bat a bit and field a bit will do.'" But it is in batting that I fear we are so weak. I hear that Hancock at present has been forbidden to take any exercise, but I sincerely trust that he will be quite fit in a couple of weeks. Anyway we will assume it. The rest of the batting is a bit doubtful. Webster, I learn, will not be back until after the match. Pearce, Sayer, Captain Morris, Hayward, Owen Hughes and Ramsay are probably the first to be considered. I do not think that Fincher will make the team. He

(Continued on next Column.)

INTERPORT CRICKET.

COMMENT FROM SHANGHAI.

We are informed officially, states the N.C. Daily News of Friday that despite the fact that the names of certain players have appeared in print as having been selected for the Interport team which is to represent Shanghai at Hongkong round about the Armistice anniversary, the team has not yet been definitely selected and that it is not yet known who will and who will not be able to make the journey; though, of course, a few players have been decided on, and have accepted, as more or less certainties. It is expected that the team will leave Shanghai during the first week in November, and that three matches, the first being probably the Interport, will be played. We understand that it is probable that Captain E. I. M. Barrett will go with the team as captain.

The match between the Shanghai Cricket Club and Hankow is definitely "off" for this year, the situation at the Wuhan ports being considered such as to render it advisable to cancel the trip. The abandonment of the match is regrettable in more ways than one, as apart from the excellent sporting cricket which always results from these encounters, the Hankow hosts invariably go out of their way to give their Shanghai visitors a good time. The pity is that Hankow, despite repeated invitations, are never able to send a team to Shanghai. The spirit is always willing, but the business community in Hankow is comparatively small, and the cricketers of the port play such an important part in that business, that to send a full-sized team away to Shanghai for ten days or a fortnight could be done only at something more than inconvenience.

This morning at the British Consulate-General, and in the afternoon at the Holy Trinity Cathedral, one of the most popular and "one of the best all-round cricketers in Shanghai, Mr. Donald Leach, will cross over to the great army of married men. Mr. Leach, whose genial if quiet personality has made him deservedly extremely popular in local sporting circles, and whose outstanding ability as a cricketer has made his name always one of the first to be considered for Interport honours, is as keen on the traditions of cricket as he is on the game itself, and he and his bride will have the best wishes of all cricketers and those who follow the game, besides a large social and Volunteer circle in which Mr. Leach and Miss Hunter have hosts of friends.

never came off in really important trial cricket here before, and he had his chance in the Southern trip and failed again to find anything like his league form. A. A. Rumjahn is a doubtful quantity. In his best form he should easily be worth his place, but he has not played very regularly since his accident a couple of years ago. Balhatchet has twice represented the Colony in away matches and has done nothing startling. (I rather think too, that he has left the Colony or is about to go). De Rome and Mitchell can both make runs; the former had a bad season last year, largely due may be to the cares of captainship. H. E. Standage has played interport cricket in Japan. He is a forceful bat and I am inclined to think that he stands a very good chance of inclusion if he gets used to our wickets quickly. Oliver is an old interport player and might be useful with both bat and ball if he can find his old form. His health, I understand, is now improved and he can get back to the game seriously.

I cannot, however, get away from the fact that it seems probable that, apart from Reed, Bowker, Hancock (if fit) and a wicketkeeper, the claims of the rest will have to be settled by comparison of their usefulness in the three departments of bowling, batting and fielding. There is perhaps one other player who, with all respect to a brother scribe, seems to be a fairly sure choice. I refer to Owen Hughes. He is to my mind undoubtedly the best second slip in the Colony, as useful a bat as most, and apt to be more successful with the ball in Interports than he is in local cricket. Hayward is as good a bat as there is in the Colony but he is a bad starter and never seems to have much luck. He is the best mid-off we have. Sayer is uncertain. On his day he is one of the prettiest bats we have and a beautiful coverpoint, but at other times he bats in a cramped and nervous style, and puts down catches he would usually have in his mouth. He should, however, get it, as for about three of four overs he is a useful change bowler of slow, which are quite likely to break up a stand. He is, however, often kept on too long.

If I were sending in a list for the competition in the Daily Press, of which I hear so much, I shall have started with Hancock, Bowker, Reed, Hayward, Owen Hughes, Sayer, S. A. Ismail, Pearce. I should then have thought considerably and probably finished off with Captain E. W. Morris, H. E. Standage and Goodwin. But its long odds at presents.

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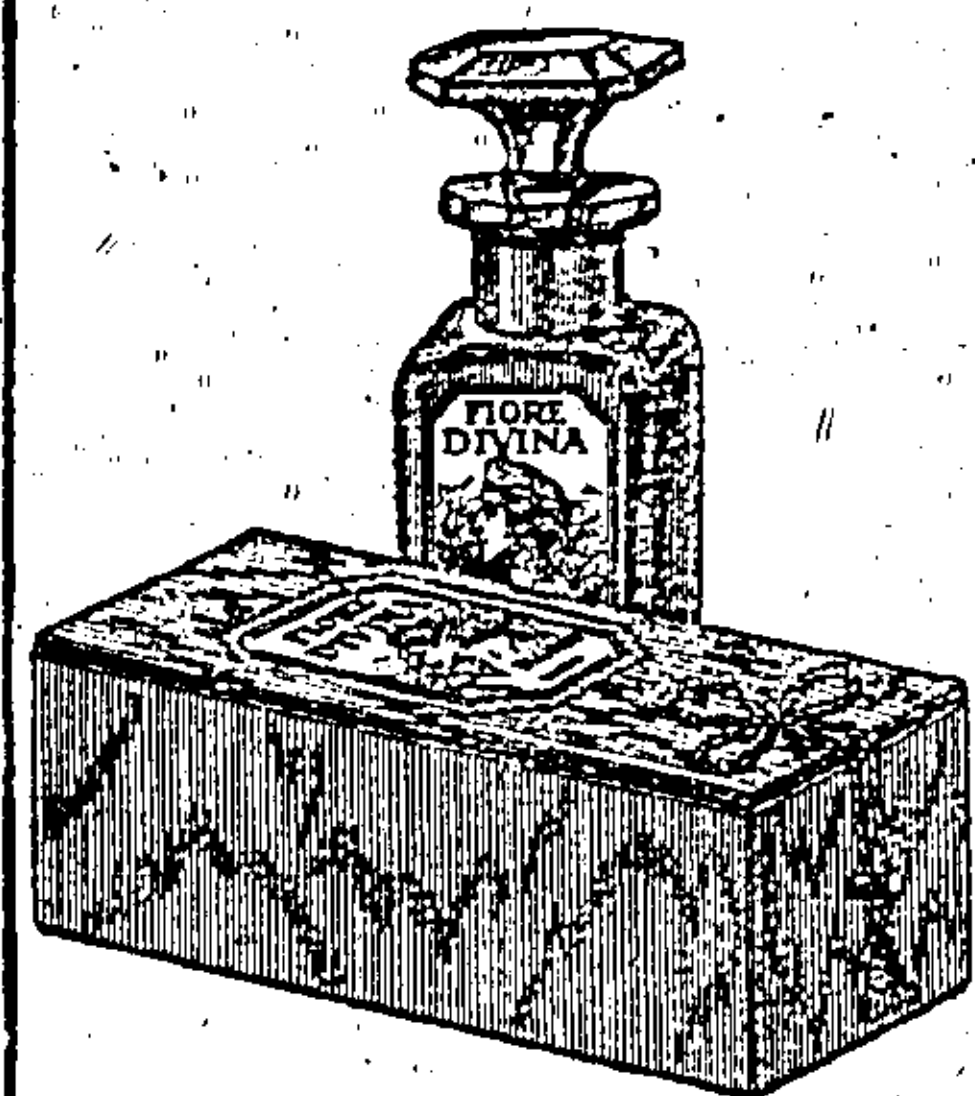
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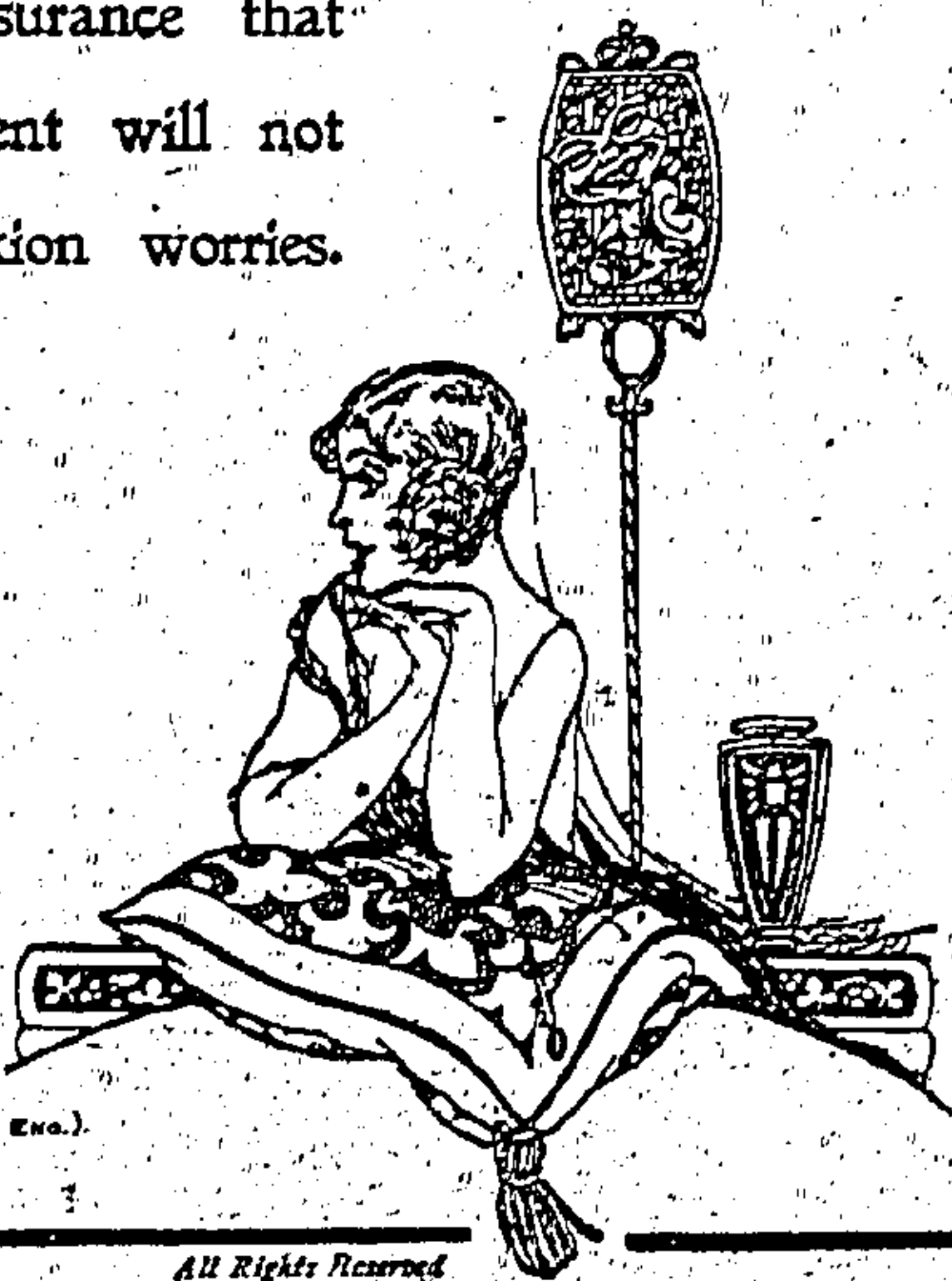
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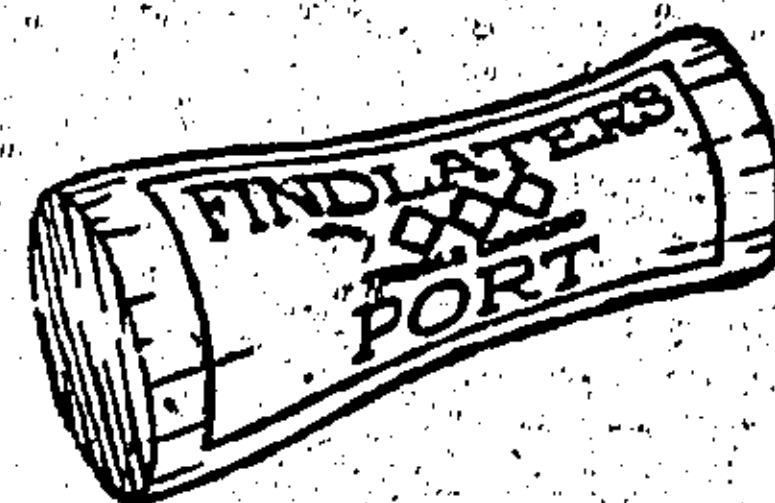
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[101]



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HONGKONG.

DOES THE CANTON GOVERNMENT SUPPORT THE STRIKERS?

DOES THE CANTON GOVERNMENT WISH TO INJURE
HONGKONG?

MR. EUGENE CHEN SAYS THE ANSWERS ARE IN
THE NEGATIVE.

INTERESTING CORRESPONDENCE.

Towards the end of August Mr. Sun Fo, the son of the late Dr. Sun Yat Sen, and the present Mayor of Canton, delivered a speech to which reference was made in the *Daily Press* at the time. This speech seemed to suggest that the Canton Government were working hand in hand with the strikers in prosecuting the boycott against Hongkong.

As it would be particularly interesting to know whether the Canton Government officially recognised the Strike Pickets the matter was taken up by the Hongkong Government, through the acting British Consul in Canton, and the interesting correspondence, published below, is the result.

Mr. Eugene Chen points out that Mr. Sun Fo's remarks must be regarded as representing his personal opinion only. He then describes the enquiry by Hongkong as "official" but "in order to avoid misunderstandings" he declares very definitely that the answers to the questions asked by Hongkong are "in the negative."

That means, of course, that the Canton Government does not identify itself with the actions of the Strike Pickets. It is the answer one would naturally expect from any responsible Government. But before taking the answer at its face value there are one or two little points to be considered. Mr. Eugene Chen was present at the meeting at which Mr. Sun Fo's speech was made. He also spoke himself but unfortunately his speech was not reported. (The Chinese reporters have not apparently a very highly developed sense of news values for, of course, the Foreign Minister's speech should have taken precedence over that of the Mayor).

In the *Canton Gazette* of Wednesday, August 25th, an account of the meeting was given under the heading of "The Labour World," by "Our Labour Correspondent" as follows:—

"On Monday, a special meeting was called by the Relief Committee to fix up the Strikers Week programme. Over 500 delegates representing 118 organizations were present. Commissioner Sun Fo reported the attitude of the Party and the Government concerning the Anglo-Chinese Negotiations. Minister Eugene Chen related the history of the negotiations."

Now we would draw particular attention to the heading in the vernacular paper under which Mr. Sun Fo's address appeared. It was "Communique of member Sun. Opinions of our Party and Government regarding the Sino-British negotiations."

Obviously all the people were led to believe that an official statement of Government policy was being made. Mr. Eugene Chen did not take any steps to contradict this impression but he now informs the British Consul that Mr. Sun Fo was giving his own opinions and that the Government does not support the strike movement.

It is an extraordinary position. Either Mr. Eugene Chen is deceiving his own countrymen or is endeavouring to deceive the outside world. Which is it? Perhaps he will answer that question.

The first letter was written by H.E. mintang, sent by our National Government, and the Attorney-General, the Secretary for Chinese Affairs and the British Consul-General at Shanghai, by the other Party—all false charges of insincerity brought against us previously were withdrawn without any counter-argument on our part. The Sino-British negotiation has been held. What is the result? The British Imperialists not only have no sincere desire for a settlement, but have also taken the strike as a thing of the past, and proposed to negotiate on the Anti-British boycott. And this is not all; they also proposed an industrial loan, that is to say, the Imperialists in Hongkong desire to give loans to the National Government for the opening of Whampoa on condition that a loopline be constructed to link up the Canton-Kowloon Railway and the Canton-Hankow Railway, and an English accountant and engineer are employed. Alas! the British Imperialists are indeed very clever. They know that when Whampoa has been laid out as a commercial port, Hongkong will not only lose its economic control over Kwongtung, but will also be turned into a useless district. Therefore they do not grudge giving an industrial loan in the hope that they may carry out their intrigues of monopolizing Whampoa and thus reducing it to a second Kowloon. Since such devilish plots are hatched by British Imperialism to entrap us Chinese, we cannot fathom their intrigues. Thus how can we Chinese accept their proposal to link up the Sino-British negotiations? It teaches us that the British Imperialists have no sincere desire for a settlement, and how can we then come to any settlement with them? Thus we must combine together, and support our Anti-Imperialist vanguard, the Canton-Hongkong strikers, and help them to gain the final victory. All our fellow-countrymen must aim at this. Until the Hongkong Imperialists have been brought to submission, the wrongs of the Shaki victims have been redressed, the tragedy of May 30th has been revenged and the unequal treaties have been cancelled, we must take a solemn oath to support the Strike. Several days ago, the Governor of Hongkong, representative of the British Imperialists, in an open speech, labelled our Strike Commission and strikers as robbers and pirates, and our National Government as tools of robbers and pirates. He has not only insulted our Government and our strikers, but also the revolutionary masses of the whole of China. His hideous words are sufficient to show that the Imperialists will never treat us with sincerity, and can never come to terms with us. How shall we reply to him? We can reply to the Hongkong Imperialists thus:—

"You are robbers. You are pirates. If you are not, how could you have got Hongkong?" Therefore we must combine together, and put ourselves forward to strike the robbers and kill the pirates. In particular, we must retain all the concessions and overthrow British Imperialism. We should not allow ourselves to be deceived by the Imperialists, or hope that the British Imperialists will again send a delegation to negotiate with us, but we must develop the Anti-British boycott throughout China. One more word. If the British Imperialists do not send any delegation again to negotiate with us with sincerity, we can only hold out to the end. The final victory will be ours. Since the objects of the Strike are so momentous, we must support it to the end with unification. Victory in the Strike means successful emancipation of our Chinese race. This responsibility must be shouldered by our Revolutionary masses."

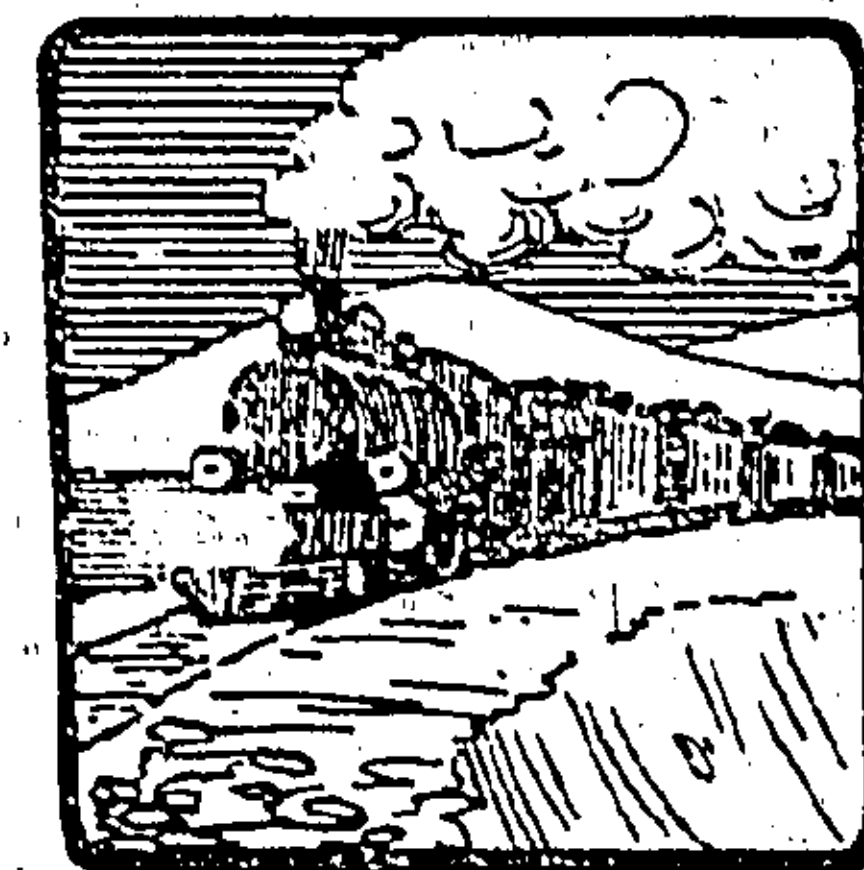
THE ENCLOSURE.
The enclosure to which His Excellency referred was headed:—

Communique of Member Sun: Opinions of our Party and Government regarding the Sino-British negotiations. (From the Central News Agency), and was as follows:—

"Workmen! Fellow-countrymen! The tragedy of May the 30th was the first voice raised in China against the Imperialists. The Shaki Tragedy is the Chinese Anti-Imperialist overtone. Certainly the Canton-Hongkong Strike is a strong weapon of our Anti-Imperialist Chinese people. Looking back we see that the strike, on its first outbreak, was limited to a single locality, and its influence was very weak. After the establishment of the National Government, however, the strike movements spread to Chiu Chau and Swatow in the East River region, to Pakhoi, Kingchow and Ngai-chau in the South and even throughout the whole of Kwongtung. This shows that the Anti-Imperialist Strike has grown in extent every day, and at the same time the foundation of our Revolutionary Government has ever become stronger. In particular, when the two Kwongs have been unified, the progress made by the Northern Expeditionary Armies and the Revolutionary Masses, and the sound and firm footing secured by our Revolutionary Government, have put the Imperialists in great terror. The Strike has lasted for over a year, and I have no need to mention that the workmen have suffered great hardship. But taking the interest of our people and our revolution into consideration, we cannot fail to support the Strike to the end. Moreover, our National Government is one which represents the people in their interests, they have still more to exert themselves to support the Strike until final victory is achieved. During the past several months, some tame dogs of the Imperialists charged the National Government with having no desire for a settlement, and created all sort of rumours in order on the one hand to damage the National Government which is a kind mother of the workmen, and on the other to injure the strikers, who are brave sons of the National Government. To our credit, however, after official negotiations had been held by the official negotiations sent by both Parties—Eugene Chen, the Foreign Minister, Sung Taz Man, the Financial Commissioner and Ku Mang Yu, Director of the Propaganda Department under the Central Executive Committee of the Ku-

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The British Consul's Letter.

The British Consul immediately referred the question to Mr. Eugene Chen.

His letter read:

Sir,—I have honour to enclose a copy of the *Man Kwok Yat Po* of August 27th in which is published a speech alleged to have been made by Mr. Sun Fo, the Mayor of Canton, on the subject of the anti-British movement in this Province. An English translation of the speech is also enclosed.

I am requested by the Governor of Hongkong to ascertain from you whether Mr. Sun Fo did in fact make that speech, and, if the report is correct, I am asked to point out to you that the present Canton Government is apparently completely identified with the outrageous acts and still more outrageous aims of the Canton Strike Committee.

"In particular the Hongkong Government desires to know whether it is or is not the policy of the present Canton Government to support 'the Canton strikers,' whether it is or is not the policy of the present Canton Government to inflict such injury as it can upon Hongkong, and whether it is or is not the policy of the present Canton Government to 'develop the anti-British boycott throughout China.'"

I shall be glad therefore if you will favour me with replies to all the above questions at your earliest convenience.—I have the honour to be,

The Reply.

The reply of Mr. Eugene Chen was entirely satisfactory from a diplomatic point of view. Unfortunately, however, it does not appear to square with the facts of the situation as judged by the average individual who has had no diplomatic training. His letter was as follows:

Sir,—I have the honour to acknowledge receipt of your letter of the 10th instant in which you ask for a reply concerning a speech of Mayor Sun published in the *Min-Kuo Jih Pao* of August 27th.

On receipt of your letter I sent a copy to Mayor Sun for his consideration and am now awaiting his reply, but in the meantime there are some points, which I wish to mention to you. No matter whether what appeared in the paper was or was not the speech of Mr. Sun (this speech was probably a rejoinder to the statements in the speech of the Governor of Hongkong concerning "robbers and pirates," even if Mr. Sun actually did make these statements, they are, as is quite obvious, only an expression of his personal opinions.

Regarding the remarks in the third paragraph of your letter, our Nationalist Government can on no account admit the right of the Hongkong Government to make these officious inquiries. With a view to avoiding misunderstandings in present circumstances I will reply to your questions that the answer is in the negative, and I have the honour to request that you will take note and inform the Governor of Hongkong.—I have, &c.,
CH'EN YU JEN.

OBITUARY.

MRS. A. J. WALKER.

The news was received in Shanghai by telegram on September 18th, of the sudden death of Mrs. Walker, wife of a former Dean of the Holy Trinity Cathedral there.

Mrs. Walker was the second daughter of General Middleton of Tunbridge Wells. She first came to China upon her marriage to Mr. Walker, this taking place in Hongkong. Mr. Walker at that time was Head of Trinity College at Ningpo, which position he retained until 1904 when he went to Shanghai and became Dean of Holy Trinity Cathedral. Dean Walker retired from Shanghai in 1920, and is now Vicar of Malton, Yorkshire.

Mrs. Walker is survived by her husband and two children, now grown-up.

MR. J. MARSHALL.

The tragic death of Mr. James Marshall, a former resident of Kobe, at the afternoon session of the British Chess Tournament in Edinburgh on August 11th, brought the proceedings to a sudden stop. Games in the lightning tourney were being contested, when Mr. Marshall, who was Scottish Chess Champion in 1889, and was a spectator, was seen to fall. Two doctors attending the Congress went to Mr. Marshall's assistance, but their efforts were of no avail, and he died in a few minutes. For many years Mr. Marshall had taken an active part in the affairs of the Scottish Association, and was keenly interested in the game. He was president of the Association in 1922, and was this year one of the vice-presidents.

Mr. Marshall was employed in the Crief branch of the Bank of Scotland, when, in 1890, he joined the firm of Findlay, Richardson & Co., and was sent out almost immediately to their Japan branch as a junior assistant. He was then a young man, most of his business career lay in the Orient. In 1900 he became general manager in Japan, and nine years later, when the firm became a limited liability company, he was made managing director in the East. Mr. Marshall, who was a highly respected resident of Japan, retired from the East some five or six years ago, but retained his connection with the company by continuing his services in their head office in Glasgow.

FORD AND A TON OF COAL.

In Henry Ford's Detroit plant, a ton of bituminous coal is converted, in four minutes, into 3,000 feet of gas, 10 gallons of gasoline, 20 pounds of ammonium sulphate, 30 gallons of crude light tar, 3 gallons of creosote oil, 2 gallons of lubricating oil and 10 pounds grease. The 1,500 pounds of coke which is left can be utilized for many purposes. The market value of the products is \$13.54. The coal costs the Ford Company, about 85 (Gold) a ton, delivered.

A WEEK-END VISIT TO CANTON.

SOUNDS OF FIRING ON THE RIVER.

SAMPAN UPSET AND SIX PASSENGERS DROWNED.

A WALK ALONG THE SHA HOH ROAD.

[BY A CORRESPONDENT.]

The following account of a week-end visit to Canton is sent to us by a correspondent who knows the City well. It is interesting to learn that the "strikers" are using posters as propaganda and have depicted the British miner and a Canton-Hongkong striker, sitting hand in hand, upon the prostrate form of an Imperialist.

TUESDAY.

A visit to Canton in the week-end confirms the reports that the activities of the strike pickets have been greatly restricted. Before the *Fatshan* had tied up to her moorings on Saturday fourteen sampans and other small craft were alongside and some fifty Chinese came aboard, and by sailing time next morning several hundreds of Chinese passengers were aboard. This morning it was the same and the *Lungshan* carried down to Hongkong, in addition to a large number of Chinese, a full cargo of fowls, vegetables, fish and general merchandise.

The pickets at the entrance to Shamen also seem to have received instructions to leave foreigners alone for the writer passed in and out six times on each occasion, carrying a bag or parcels and no notice was taken by the pickets although always previously, the pickets desired to "look-see" what one carried. One lady even carried butter, cheese, and bacon in an open bag—an unpardonable offence a few months ago which would have resulted in her confinement to the creek—without a word being said. Apparently "the good old days" when we lived in the city had "to smuggle" our food-stuffs from Shamen, have come to an end.

Firing Down the River.

Last night, however, there was an outbreak of firing down the river and the *Chungking* moved from her position opposite Shamen to a buoy opposite Fai where the shots appeared to originate.

Unfortunate Occurrences.

This last trip of the *Lungshan* was unfortunate for some people. As she moved up to her moorings on Monday a small sampan approached too close to the revolving propellers and the craft was upset and its nine occupants thrown into the river. Although life-buoys and chairs were thrown from the *Lungshan* six of the would-be passengers were drowned. None of the other small boats in the vicinity attempted to render assistance. One man was seen hanging on to a paddle but as he held it at arms length his head was submerged. A woman managed to grasp the upturned boat but was dragged off by another victim in a vain attempt to reach safety.

Then this morning about twelve miles from Canton, as the *Lungshan* was travelling at full speed, another accident—perhaps a tragedy—occurred. Three boilers were in action instead of the usual two and the increased speed caused a very heavy back wash. As we passed

two junks one of them was soon seen to be in difficulties. It was under full sail and going up stream with the tide apparently with a full cargo. The first wave lifted the junk slightly, the second splashed over the bows, and the third washed right over the front of the boat and it started to sink head first. A woman and two boys—there may have been other occupants—were thrown into the water—and in half-a-minute the junk was down with just a portion of the sail showing above the surface. The other junk immediately went to the assistance of the crew but by this time the Hongkong steamer was too far away to render assistance.

Escorted by Soldiers.

The writer was walking along the Sha Hoh Road, outside the East Gate of Canton, about 9.30 p.m. when he heard shouting. On walking further two soldiers were seen gesticulating wildly, and finally brandishing their rifles with fixed bayonets. Unfortunately, they spoke neither English nor Cantonese so there we stood. Eventually a third soldier, who spoke a little Cantonese, came along and explained that no one was allowed to pass that way after 9 p.m. On the writer informing them that he must pass in order to reach home, these sentries called an officer who permitted him to go on under escort. Passing the same way next day it was seen that what used to be a military hospital had been transformed into a workshop, presumably for the manufacture of munitions, electric and steam power both being used, and the place was heavily guarded and two high watch-towers had also been erected. A prisoner—an attempted deserter—was tied to a tree in front, his arms pinioned and a large notice pinned to his chest as a warning to others.

At the military barracks to the north-east of the city a large up-to-date wireless plant has been installed and a pair of the latest steel aerial-towers about 150ft. in height, have been erected.

Propaganda Posters.

The city is covered with posters, depicting a Canton-Hongkong striker and a British miner sitting hand in hand on the prostrate form of an Imperialist, who resembles "John Bull." Another poster depicts the "Imperialist" and his "running-dog" transfixed, the one by a sword, the other by a pitchfork, which weapons signify the activities of the "boycooters" and their "friends." One wonders whether the British miners would appreciate the claim of friendship.

ANTI-REDS IN NEED OF A LEADER.

LOCAL FEUDS BECOMING MORE COMMON.

THE EFFECT OF WAR FEVER.

STUDENTS FROM SHANGHAI JOIN THE WHAMPOA ACADEMY.

[FROM OUR CHINESE CORRESPONDENT.]

The opponents of Bolshevism are still in want of a leader in South China. The lull on the Kiangsi-Kwangtung-Fukien "front" is due to the concentration of the "Reds" along the borders and the lack of preparation on the part of the "anti-Reds."

Since the division of Canton communities into political factions—the "Reds" and the "anti-Reds"—local feuds have become common. Latest reports indicate that the "Reds" will endeavour to suppress their opponents in Fatshan City by taking opposition leaders into captivity. The "anti-Reds," who form a majority in the community, have decided to close their street-gates at 10 o'clock every night to prevent entry of large "Red" groups for street warfare purposes. The "Red" burned down 115 buildings of their political opponents, on September 17th, in Kaukong, a Canton silk market centre.

On September 16th, some pirates operating as "Reds" succeeded in commandeering a tow-boat plying between Canton and Kowloon. On the boat were more than 150 passengers who are now being held for ransom. In addition nearly \$50,000 worth of freight and valuables were seized.

Mr. Lee Luke Chiu, Commissioner of Industry in Canton, has been appointed by the Kuomintang to act concurrently as Chairman of the Commission for Overseas Chinese Affairs. The object of the Commission is to protect the interests of Chinese abroad and to afford assistance to overseas Chinese returning home to enter into industrial pursuits. Mr. Lee was one time a student in America and is well informed on Chinese conditions abroad.

(Continued on next column.)

THE TELEPHONE SYSTEM.

THE K.R.A. AND "CERTAIN COMPLAINTS."

INTERESTING CORRESPONDENCE.

At the monthly meeting of the Kowloon Residents' Association, it was stated that some time ago a sub-committee was appointed to investigate the cause of certain complaints which had been received regarding the Telephone System in Kowloon. When the Sub-Committee reported it was thought that they had discovered just where the trouble centred, namely the overloading of positions on the switchboard so that the operators have more lines than they can efficiently handle. Correspondence was entered into with the Hongkong Telephone Company with the object of confirming the Sub-Committee's finding and the hope of eliciting assurances that improvements would be made at the earliest possible date. Unfortunately, co-operation in this direction on the part of the Telephone Company was not forthcoming and the Committee considered that it is only fair to themselves that the correspondence should be published that the public may know the efforts they have made.

6th May, 1926.
Hongkong Telephone Co., Ltd.,
Nos. 15 and 17, Queen's Road, Central.

Dear Sirs,—At a meeting of the General Committee of the above Association, it was stated that the Central Telephone Exchange a minimum of one hundred and twenty incoming lines were allotted to each position; where as in some cases the number is one hundred and forty and even a few cases one hundred and sixty. It was also stated that the National Telephone Company of Great Britain will not allow a position to carry more than one hundred incoming lines.

It was further stated that in both the exchanges, Hongkong and Kowloon, subscribers above a certain number have not been allotted any position on the main switchboard, but are carried on temporary switchboards which practically constitute subsidiary exchanges.

I am directed by the Committee to enquire whether these statements are correct.

In view of the heavy load which each position carries and consequent increased strain on the operators entailing risk of inefficient service, and in view of the apparent want of foresight during recent years resulting in lack of provision for new subscribers the Committee would be glad to be enlightened as to the developments which are now contemplated so that they may be assured that these defects will be remedied.

15 and 17, Queen's Road, Central, Hongkong,
27th May, 1926.

To the Hon. Secretary, K.R.A.,
Dear Sir,—Replying to your letter, dated 6th May, the minimum number of lines allotted per operator at Central Exchange is 100 and the average 124. With reference to the comparison made with the National Telephone Company of Great Britain we would point out that the Company ceased to function about the year 1912.

It is not possible to attempt a comparison only in terms of the number of lines allotted per operator as it is essential to know the calling rate and other traffic data before a true comparison can be made. For example, an exchange with a calling rate of 1 can bear twice the number of lines per operator as an exchange with a calling rate of 2 and still give an equal service with no greater strain on the operators.

With reference to the extension switchboards at Central and Kowloon, in the former case work is in progress which, when completed, will allow the lines to be transferred to the main switchboard. The extension switchboard at Kowloon is only a temporary measure and it is the intention to take this out of service at the earliest possible moment.

Referring to the last paragraph of your letter we would advise you that it was not due to lack of foresight that development was retarded but due (a) to the impossibility of our predecessors obtaining telephone materials during the war years and for some considerable time after the cessation of hostilities; (b) failure of negotiations by the China and Japan Telephone and Electric Company, Ltd., for a revision of rates and renewal of licence to secure long tenure and make the heavy capital expenditure necessary for development economically justifiable.

As regards future development by this Company this will be carried out in accordance with Telephone Ordinance, 1925, and the preliminary work necessary in this respect is even now engaging our attention. A step in this direction has been made by the laying down on the 4th instant, of a new submarine cable across the harbour to provide additional junction facilities between Hongkong and Kowloon.

The necessary work of connecting up this cable has now been completed and the improvement in the service in this respect must be evident to the members of your association.

12th July, 1926.

To the Telephone Company,
Dear Sirs,—I am to thank you for your letter of the 27th May, in reply to ours of the 6th May, but at the same time explain that it does not altogether meet the questions raised.

(Continued on next column.)

CORRESPONDENCE.

ELECTRIC COMPANIES AND METERS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—Having observed lately that there had been some complaints about electric Companies, and having often heard of the difficulties of others, specially Chinese, I should like to inform the public through the medium of your valuable space of a possible danger on the financial side.

I am absolutely ignorant of meters and their workings, though I know of vagaries in mechanism, e.g., a watch that I had under observation for some time gained on different days 3, 6, 7, 10, 16 and 20 minutes and sometimes lost a few minutes. A power meter in my house has leaked a number of units in the last eighteen months.

In July I expected an account for about two dollars. When I received one for thirty eight dollars and fifty cents, my surprise and dismay may be imagined, my finances being carefully estimated on the basis of the 32 account. The supply for August was again very large.

It seems that the Company regard the meter as a truth speaker, but I know that I only consumed a normal amount of current. It also seems that there was what the Company calls "dead earth" that was assisting in the conspiracy to drive me to the bankruptcy court.

The Company's representative saw the meter on July 24th, and gave me no warning of any irregularity. I consider that any person who is sent to attend to this should at least have enough sense to tell the occupier and stop the current.

I think that what happened was that the storm of July 18th put the meter wrong, but of this I have no proof.

The Company has been, up to its lights, generous and charged me \$19.52 for the two months instead of a very much larger sum which I am informed I am legally likely to have to pay; otherwise I thought of allowing the Company to sue me so as to make the matter more public.

The purpose of this letter is to let the public know that they are liable to have to pay for what I regard as, at least in part, the vagaries of meters, and to urge that some steps be taken to give people warning of their danger.

On my meter there is a revolving wheel which is a guide if watched, but I could not see it when I looked a few days ago.

I suggested ten cents in slots for supply, but the Company does not trust that system. Surely any expert engineer must be able to invent an alarm or warning for meters. I would suggest either a bell or a moving figure as possible arrangements.

I have no proof that the Company has not scored over my meter, and I labour under a sense of probable injustice, to say the least.

W.

even as high as 140 or 160 in several instances. Thus the Committee was led to inquire whether these figures were correct. Your answer omits to name the maximum leads for a single position and, therefore, misses the point of the Committee's inquiry.

We note, however, that you admit that the average per operator is 124, and justify that high figure by the plea that the calling rate must be taken into account. But, as the subscribers to your telephones are not limited in their calls, can you deny that the calling rate in this Colony, and particularly in Kowloon, is a high one, and, consequently, the position is made worse by the introduction of this factor into the calculation?

Comparison was made with the National Telephone Company of Great Britain in the belief that the system used by that, now defunct, company was similar to the antiquated system in use in Hongkong.

With regard to the second paragraph of our letter, the Committee are glad to have a satisfactory reply.

With regard to the final part of our inquiry, let me explain that it arose in this way. It was stated in defence of the Telephone Company that the space occupied by them at present is so cramped that there is no room for proper development. It was, therefore, decided to ask for some assurance that the Company was likely soon to extend and reorganise its undertaking. We are now told that a step has been taken in this direction by the laying down of a new cable across the harbour. As my Committee understand that this new cable replaces one that was laid by your predecessors, are they to conclude that, although a year has elapsed since the new Company was formed and the higher subscription rates were introduced, this is the only forward movement worth mentioning that has been made so far?

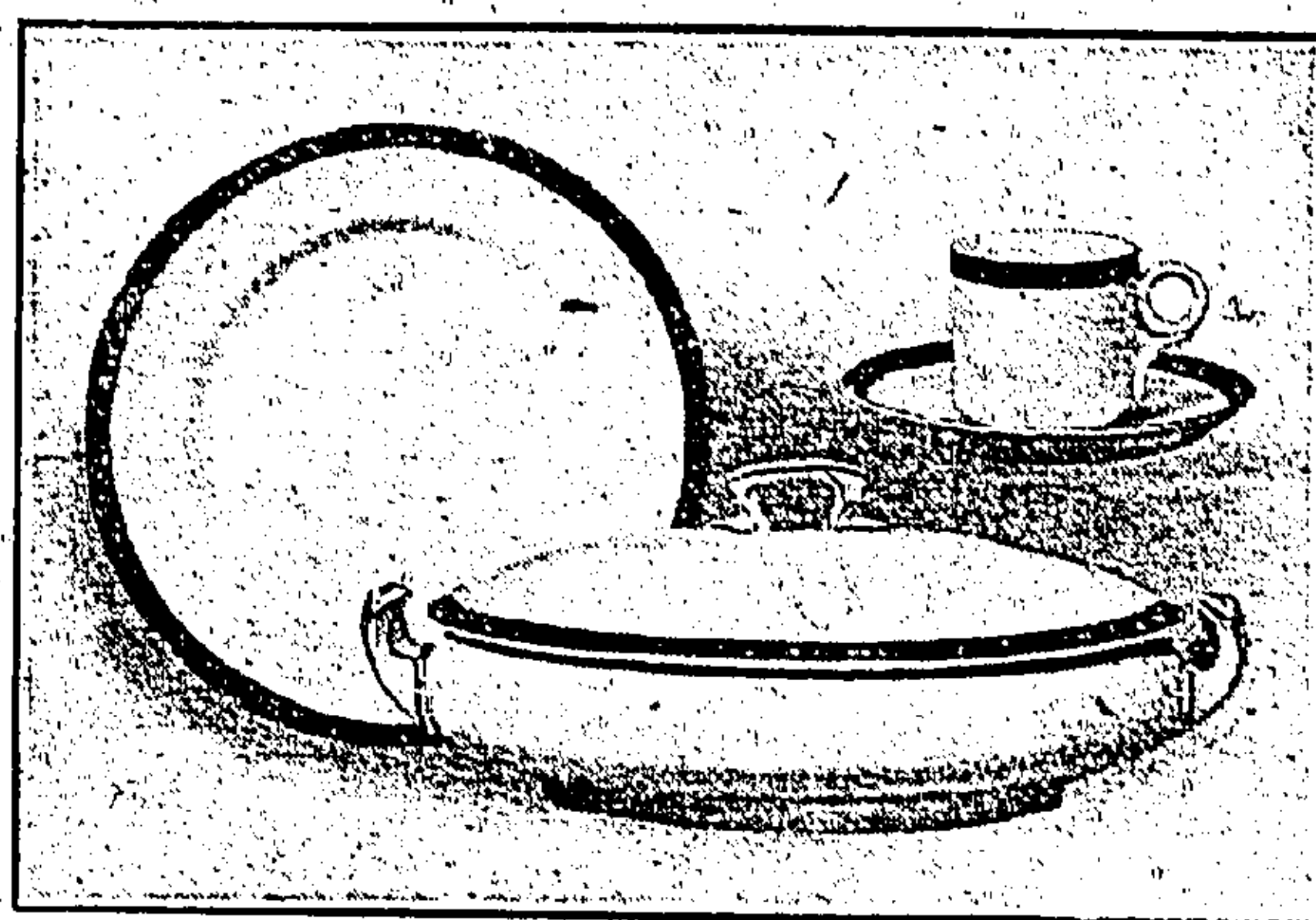
10th August, 1926.

To the Hon. Secretary, K.R.A.,
Dear Sir,—I duly received your letter of the 12th July, 1926, and regret that owing to extreme pressure of business I have not hitherto been able further to consider the matter with a view to forwarding you a reply.

I have now, as a matter of fact, referred your letter of the 6th May, 1926, my reply thereto of the 27th May and your further letter of the 12th July, to my Board of Directors, and they feel that no good purpose could be served by a continuation of correspondence on the lines of such letters. The Board quite appreciate and sympathise with the object which prompted you to communicate with the Company, but beg to point out that the Company's desire for improvement in the telephone service in Kowloon is at least equally as strong as that of the Residents' Association.

You must, therefore, kindly excuse me from replying point by point to your letter of the 12th July, and permit me to assure you that all that can reasonably and practically be done to effect both immediate and ultimate improvements and extensions is being done.

POPULAR BLUE AND WHITE PATTERN CHINAWARE.



MAZARINE BLUE BAND AND GOLD LINES.

DINNER-SET
COMPLETE
For 12 Persons
\$60.00

TEA-SET
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For 12 Persons
\$20.00

A Full Range in Stock and Any Odd Quantity Can be Supplied.

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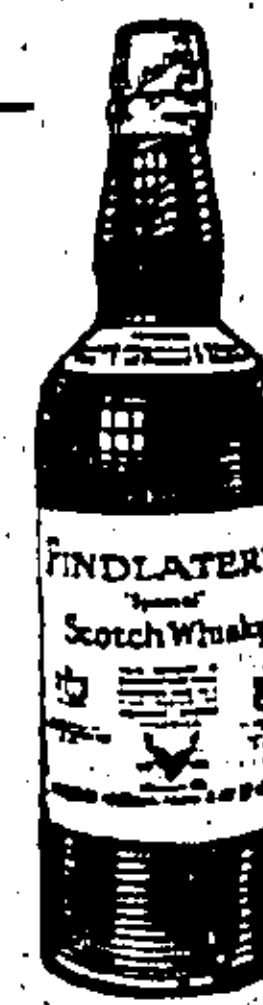
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"SPECIAL" SCOTCH WHISKY

\$38.00 per case
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An historical survey from the beginnings to the present time.

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THE BOOKSHOP.

CHATER ROAD.

"COMPLETE ATLAS OF CHINA." Prepared by Edward Stanford ... \$31.00
Containing separate maps of the 18 provinces of China proper and of the four great dependencies. With index, railways, telegraph stations, ports, etc.

"THE CONTROL OF PARENT-HOOD." Edited by Sir J. Marshall, F.R.S. ... \$4.20
This book deserves to be widely read. It is frank, clean and wholesome throughout.

"LIFE OF CHRIST." By Giovanni Papini ... \$4.00
The story of Christ's life and times written so simply and vividly and with such burning passion, that the Saviour is made to live in the heart and mind of every reader. Translated from the Italian by Dorothy O. Fisher.

"HOW TO USE YOUR MIND." By H. D. Kison, Ph.D. ... \$4.75
A psychology of study. Being a manual for the use of students and teachers in the administration of supervised study.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 27th day of September, 1926, at 8 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kowloon City in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price
1	No. 1092	Kowloon City	As per sale plan	1,003	4	1,550

[3982]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on MONDAY, the 27th day of September, 1926, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at North Point in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price
1	No. 204	North Point	As per sale plan	25,500	232	22,500

[3983]

CHINESE CUSTOMS NOTIFICATION.

WITH Reference to CHINESE CUSTOMS NOTIFICATION of 13th INSTANT, the Inspector General of Customs now directs that FINE RELIEF SURTAX is to be LEVIED on all Goods imported on or after 1st NOVEMBER, 1926, irrespective of Date of Shipment to China, i.e., No Goods will be exempt from SURTAX between 1st NOVEMBER and 31st DECEMBER inclusive.

N. B. M. SHAW,

Acting Commissioner of Customs and Excise
For Kowloon and District.
York Buildings,
Hongkong, 20th September, 1926. [3980]

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES AND ENTRY FORMS for the FOURTH EXTRA RACE MEETING to be held on SATURDAY, 9th OCTOBER, 1926 (Weather Permitting), may be obtained at the Race Course, CAUSEWAY BAY STABLES and HONGKONG CLUB ANNEX.
ENTRIES will CLOSE at 12 o'clock noon on SATURDAY, 25th SEPTEMBER, 1926. [3986]

HONGKONG CLUB.

NOTICE.

THE SIXTH YEARLY DRAWING of the TWENTY DEBENTURES of the HONGKONG CLUB (1820 Issue—\$500 Each) will be held in the Club House on TUESDAY, 14th SEPTEMBER, 1926, when the following Debentures were Drawn for Redemption:

5	348	435	682
49	359	474	689
65	380	524	703
225	384	524	743
300	435	671	753

and will be Payable at the HONG KONG AND SHANGHAI BANKING CORPORATION on THURSDAY, 30th SEPTEMBER, 1926, in Exchange for Surrender of Same.

By Order,
T. A. ROBERTSON, Lieut.-Col.,
Secretary.

ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held at the CHAMBER OF COMMERCE ROOM, City Hall, at 6 p.m. on FRIDAY, 24th SEPTEMBER, 1926.
B. O. SUTHERLAND,
Hon. Secretary.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1925.
With Index. Price—\$7.50.

On sale at the Hongkong Daily Press Office

INTIMATIONS.

NOTICE.

SHAREHOLDERS ARE HEREBY REMINDED that the 9th ORDINARY GENERAL MEETING which was held on July 22nd, 1926, and Adjourned, will be held at the Registered Office of the Company on WEDNESDAY, SEPTEMBER 22nd, 1926, at 11.30 o'clock a.m.

For CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

SHEWAN TOMES & CO.,

General Managers.

"St. George's" Building,
Hongkong, September 20th, 1926. [3974]

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTIETH ORDINARY ANNUAL MEETING of the Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on SATURDAY, 25th SEPTEMBER, 1926, at Noon, for the purpose of presenting the Report of the Directors and the Statement of Account to 31st July, 1926.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 24th SEPTEMBER, 1926, both days inclusive.

By Order,

M. MANUK,

Secretary.

Hongkong, September 20th, 1926. [3940]

TO LET—From 1st November, "HOLY-ROOD," No. 13, CHATEAU ROAD, Kowloon, a six-roomed, Semi-detached HOUSE, Facing the Sea—Apply to: J. M. NORONHA, CREDIT FONCIER D'EXTREM-ORIENT. [3977]

TO LET.

GROUND FLOOR OFFICES near Kowloon Ferry.
Apply to—
Box No. 3813,
c/o Hongkong Daily Press.
[3813]

OFFICE TO LET

In ALEXANDRA BUILDINGS.

Apply—

SECRETARY,

A. S. WATSON & Co. Ltd.

HOUSES AND FLATS AVAILABLE

H5—Beautifully furnished room, bath attached, Mid-Level.
P8—Middle Road, Kowloon, 12 rooms, furn. and goodwill.
C1—"Derrington," 9 rooms, ... Plus taxes \$450
C2—Conduit Road, 7 rooms. Hotwater system and fixtures.
C3—Bowen Road, 6 rooms ... \$225 & taxes
L1—Chatham Road, 12 rooms ... \$500
W4—Babington Path Flats \$100/125
L1—Cameron Rd., 3 rooms, Tax 132 & \$35
X1—Macdonnell Road ... \$168/74
C2—Bowen Road, 3 rooms ... \$110/120
A1—May Road, 5 rooms ... \$218/240

TENANTS WANT:

T4—Kowloon Flat unfurnished.
G8—5/6 rooms, Mid-level, Hongkong.
B11—6 rooms, furnished, preferred, Peak.
M4—6 roomed House above Bowen Road.
O4—Furnished Flat above Bowen Road.

TO-DAY'S BARBAIN:

WRY PAY RENT?—Buxlow near Beach. Modern Arrangements. Finish Street. Available \$5,000 down. Balance by Instalments.

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TRADE REPORT.

30 Cents per Copy.

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Subscriptions, paid in advance—\$13 per annum for delivery in Hongkong; including Postage to any part of the world—\$17.

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SCOTCH WHISKY OF GREAT AGE.

AWARDED 50 GOLD AND PRIZEMEDALS.

DEWAR'S

"VICTORIA VAT"

THE VERY FINEST OLD

SCOTCH WHISKY

As supplied to the Houses of Lords and Commons.

SOLE AGENT—

A. S. WATSON & CO., LTD.

[50]

BIRTH.

ELLIOTT.—On September 12th, at the New Country Hospital, Shanghai, to Mr. and Mrs. W. STOK ELLIOTT, a son, WILLIAM HOBART.

MARRIAGE.

LEACH—HUNTER.—On September 18th, at H.B.M. Consulate, Shanghai, and afterwards at Holy Trinity Cathedral, by the Very Rev. Dean Symons, JEAN KNOWLES, daughter of the late Mr. and Mrs. Wm. HUNTER, of Dundee, Scotland, and Shanghai, to DONALD WATSON, eldest son of Mr. and Mrs. F. W. LEACH, of Lancaster, England.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1926.

THE MINERS' CASE.

The coal deadlock still continues, in spite of the efforts that are being made continuously to come to some amicable arrangements. Although there was little sympathy with those who took part in the General Strike which was regarded as a direct assault upon the Constitution, there is still a fair amount of support among thoughtful people for the miners. The gesture of the PRINCE OF WALES in sending a subscription to the Cornish miners' fund; the appeal signed by most members of the Australian Eleven on behalf of the Miners are but two striking cases of this support and represent a fairly strong feeling. Moreover, it is conceded that the mine owners have not presented their case in the most tactful way.

The sympathy for the miner springs from a knowledge of the nature of the work, which is irksome and dangerous. Apart from numerous accidents there is the ever present possibility of certain definite ailments arising out of the conditions of labour. Nystagmus, or the twitching of the eye commonly found among the miners is now recognised to

rest on a psycho-neurotic basis. It is this same state of anxiety which, even though it is not consciously present, is nevertheless indicated by the "defence mechanism" of witty remarks habitual to the miner and comparable to those heard in the trenches during the war.

There is further the fact that those sheltered industries and occupations which have not to face foreign competition provide wages which have more than kept pace with the increased cost of living. In 1914 the bricklayer for example earned in large towns 9d. per hour. They now earn 1/7 1/2 an hour, an increase of 101 per cent. although the index figure shows that the cost of living has only gone up 67 per cent. in England.

In London he earns as much as £4/4/- for a week of 44 hours. Thus the bricklayer is very much better off than before the war. The skilled engineer on the other hand gets 3s/6 for a 47 hour week in comparison with 3s/11 in 1914 for a 54 hour week. The dustman in Glasgow draws 6/- per week, in Shoreditch 7/- per week and in Bethnal Green 7s/- per week. The hewer of coal, who is the most highly paid of all the miners receives, according to the Coal Commissions Report, something over 7s/- per week on an average. The lowest adult mining wage in Lancashire is 4s/- in a six day week and in Yorkshire 5s/6. The report shows that the miner generally has fared worse than men engaged in home trades though better than men in export trades, although it must be remembered, of course, that the miner gets his coal and his house, such as it is, free.

The facts of the case, therefore, prove that the claims of the miner are not altogether unreasonable. On the other hand the mine owner has to face facts as well and the chief one is that present conditions do not enable him to earn profits. He seeks the ordinary palliative and immediate remedy of reduced wages and longer hours whereas those opposed to him assert that the industry can only be saved by better organisation, by the closing down of unprofitable mines and by adopting more fundamental curative measures that have reference to the future.

Again the life of a mine is limited. Unlike other businesses it cannot be expected to endure for generations and to provide a permanent financial return. Moreover, the initial capital required to sink a shaft and the numerous hazards, such as variable thicknesses of seam and presence of water, which may occur, make the owner look for a high return in the way of income and in some cases this return has been obtained at the expense of the construction and maintenance of good roads, transport facilities and by cutting down expenditure in other directions which could not fail to rouse grievances and a feeling of discontent among the workers.

The problem is an extraordinarily difficult one and it seems apparent that it will only be settled on national lines. So far the owners have refused to consider a national agreement and their continued obstinacy in this direction is swinging a great body of opinion over to the miners side which, as already stated, has even now the support of many influential groups.

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The recent Sunday morning affray at the Western Market between members of a guild, which resulted in two Chinese being killed by means of stab wounds, and one Chinese being wounded in the wrist with a dagger, will be recalled at the Central Magistrate's Court this morning. The alleged assailant, who was himself wounded during the fight and was taken to hospital after being arrested by the Iukong, whom he is said to have stabbed in the struggle, will be charged on three counts. First, with the murder of the two Chinese mentioned; secondly, with unlawful possession of a dagger; and, thirdly, with attacking a police constable during the execution of his duty.

Meetings of various sections of the European Y.M.C.A., Kowloon, are being held very shortly for the purpose of arranging the programmes for the winter season. Last winter, the first in the life of the new Y.M.C.A., the programmes proved very attractive and promise even better for this winter. The Literary and Debating Club met last night to make plans for their programme, as also did the Social Committee, who also considered suggestions for future Ladies' Nights, indoor games, and other indoor and outdoor activities. On September 30th, a meeting of those interested in sport is being called. The European Y.M.C.A. has secured tennis courts at King's Park ground, and these will be ready for play shortly. The Library Committee are to meet on September 29th. A new venture in bathing picnics, which have been held regularly throughout the summer, has been arranged for to-morrow evening in a mid-night bathing picnic. The Dramatic Club have already got into harness. They have chosen a sketch, and are ready for rehearsals.

Mr. F. H. Croppell, of the Hongkong and Kowloon Wharf and Godown Co., Ltd., left for Kobe on a business trip by the s.s. *Siberia Maru* yesterday.

Sir Newton Stabb was among recent visitors to Gleneagles Hotel, Perthshire.

Mr. J. H. Taggart, managing-director of Hongkong and Shanghai Hotels, Ltd., arrived at Southampton on August 24th by the R.M.S. *Mauretania*.

A Solemn Requiem Mass for the repose of the soul of the late Rev. Father Souvey will take place in the Roman Catholic Cathedral on Saturday at 8 a.m.

A ricksha and a Kai Tack motor bus collided in Chatham Road, Kowloon, on Monday. The coolie was slightly injured but a Portuguese lady riding in the ricksha escaped injured.

The wedding takes place here on Saturday of Miss Doreen Helgate and Lieut. M. A. Day, R.M., H.M.S. *Tamar*, whose forthcoming marriage was announced in the *Daily Press* last week.

Mr. U. L. A. Mohideen, the well-known jeweller and gem merchant, of No. 61, Queen's Road, after being in the Colony for twenty years, left Hongkong for North China by the s.s. *Siberia Maru* yesterday.

The forthcoming wedding is announced of Mr. Alexander Stevenson Phillips, electric engineer, of No. 115, Avenue Road, Shanghai, to Miss Marion Roberts Adam, who will arrive in the Colony by the s.s. *Atsuta Maru*.

A Chinese ship's steward who has his home in the New Territories was robbed while he was walking inside the Tai Po Market on Monday morning. Unknown to him, some person extracted from his pocket a promissory note for \$500 and \$33 in Hongkong bank notes.

In the return of notifiable diseases, for the week ended September 18th, one Chinese case of diphtheria and three Chinese cases (one imported) of enteric fever were recorded. Two of the patients succumbed. For the 24 hours ended September 20th, there was one Chinese case of enteric fever.

There was no business of public interest at the Sanitary Board meeting yesterday. Those present were Mr. N. L. Smith (President), the Hon. Dr. W. Y. M. Koch, Dr. A. G. M. Severn, Col. Boylan Smith, Dr. S. W. Tso, Dr. S. C. Ho, Mr. Wong Kwong Tin and Mr. B. A. D. Forrest (Secretary).

The wedding of Mr. Joseph Edward Badley, barrister-at-law, of Shanghai, only son of the late Mr. E. J. Badley, of the Hongkong Civil Service, and of Mrs. Badley, of St. John's Wood, N.W., and Miss Evelyn Holmes, only daughter of Mr. and Mrs. Holmes, of Hurn View, Beverley, will take place in Hongkong at the beginning of November.

After waiting for nearly two months, the owner of a local trading junk has expressed his anxieties to the police as to the fate of the junk and the crew. In his report he stated that the junk left Hongkong on July 28th with instructions to proceed to Taiping in Chinese waters and return with a cargo of grass mats. Since then he has received no news of the vessel or the crew.

Professor Danenberg left yesterday for the United States with his two children, both of whom are to be educated at Los Angeles. Little Emil Danenberg, the pianist prodigy, is to continue his musical education in the States and it has been arranged that he will make a number of public appearances on the concert stage. Professor Danenberg is later returning, after a holiday in America.

Rear-Admiral Ernest Wigram, C.M.G., D.S.O., A.D.C., well known on the China Station—just promoted to flag rank, is a brother of Colonel Clive Wigram, C.B., C.V.O., C.S.I., Assistant Private Secretary to the King. Colonel Wigram is the eldest son of the late Mr. Herbert Wigram, Madras Civil Service, and of course, are associated in family ties with the FitzWigram family. Last month Rear-Admiral Wigram was appointed naval A.D.C. to His Majesty, which appointment he now relinquishes.

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Sir Newton Stabb was among recent visitors to Gleneagles Hotel, Perthshire.

Mr. J. H. Taggart, managing-director of Hongkong and Shanghai Hotels, Ltd., arrived at Southampton on August 24th by the R.M.S. *Mauretania*.

A Solemn Requiem Mass for the repose of the soul of the late Rev. Father Souvey will take place in the Roman Catholic Cathedral on Saturday at 8 a.m.

A ricksha and a Kai Tack motor bus collided in Chatham Road, Kowloon, on Monday. The coolie was slightly injured but a Portuguese lady riding in the ricksha escaped injured.

The wedding takes place here on Saturday of Miss Doreen Helgate and Lieut. M. A. Day, R.M., H.M.S. *Tamar*, whose forthcoming marriage was announced in the *Daily Press* last week.

Mr. U. L. A. Mohideen, the well-known jeweller and gem merchant, of No. 61, Queen's Road, after being in the Colony for twenty years, left Hongkong for North China by the s.s. *Siberia Maru* yesterday.

The forthcoming wedding is announced of Mr. Alexander Stevenson Phillips, electric engineer, of No. 115, Avenue Road, Shanghai, to Miss Marion Roberts Adam, who will arrive in the Colony by the s.s. *Atsuta Maru*.

A Chinese ship's steward who has his home in the New Territories was robbed while he was walking inside the Tai Po Market on Monday morning. Unknown to him, some person extracted from his pocket a promissory note for \$500 and \$33 in Hongkong bank notes.

In the return of notifiable diseases, for the week ended September 18th, one Chinese case of diphtheria and three Chinese cases (one imported) of enteric fever were recorded. Two of the patients succumbed. For the 24 hours ended September 20th, there was one Chinese case of enteric fever.

TRANS-ATLANTIC FLIGHT.

TRAGEDY AT THE START.
AEROPLANE ABLAZE IS
WRECKED.
TWO MEN KILLED.

[REUTERS' AMERICAN SERVICE.]

New York, September 21st.
Fonck started on his Trans-Atlantic flight, but his machine crashed amidst flames. It is believed that two were killed. Brock escaped.

The crash was due to the buckling of a wheel on the extra landing gear, which was to be dropped in the ocean when the machine was under way. Fonck declares that he knew the wheel had collapsed, but he was unable either to stop or rise.

Thereafter the aeroplane cartwheeled on the right wing. Petrol poured over the exhaust pipes and ignited.

Thus in a few moments ended an enterprise of several months on which a considerable sum of money had been expended.

Curtin leaped clear from the blazing machine with Fonck, but the Russian mechanic and the French wireless operator, Clavier, were trapped in the fuselage and incinerated.

The plane's weight exceeded 28,000 lbs. Apparently it was overloaded and when it leaped into air at the end of three-quarters of a mile runway, it plunged nose foremost and crashed over the embankment. A cloud of black smoke arose and followed the machine bursting into flames.

The second aeroplane circling overhead sounded the siren fire alarm, which brought the fire brigade, on the scene within ten minutes, but it was too late to save the mechanic and wireless operator.

Thousands witnessed the start, but the intense heat of the burning aeroplane kept the people at forty feet distance. Women spectators fainted and shrieked.

WAR DEBTS.

MR. MELLON'S REPORT TO
PRESIDENT COOLIDGE.

NO CHANGE OF POLICY.

[REUTERS' AMERICAN SERVICE.]

WASHINGTON, September 21st.
Mr. Mellon has informed President Coolidge, on his first visit after his return from Europe, that there was no reason for any change in the American policy of insistence in the collection of war debts. He assured him that the trade prospects of the world were bright and he believed the debt settlements would be no burden to the debtor nations. He felt that France would ratify the Debt Agreement.

Mr. Mellon agreed with President Coolidge that the question of reductions of taxation should await at least another year.

[BRITISH WIRELESS SERVICE.]

COAL DISPUTE.

DEADLOCK CONTINUES.

RUGBY, September 20th.
The Executive of the Miners' Federation, which met this afternoon to consider the Government's proposals for a settlement of the dispute, adjourned until to-morrow morning without having, it is understood, come to a definite decision.

LUXURY STEAMERS.

BETWEEN LONDON AND SOUTH
AMERICA SERVICE.

RUGBY, September 20th.
A new luxury passenger service is being established between London and South America by the Blue Star Line. A fleet of five ships is being launched in a period of five months. The first vessel, the *Almeda*, was launched thirteen weeks ago, and the floating of the entire fleet will be completed by November. The second ship *Andalucia* will be launched from Messrs. Cammell Lairds yards at Birkenhead to-morrow, while the third steamer *Avila* will leave stocks at Messrs. John Brown & Company's yard at Clydebank on Wednesday. The new passenger liners will travel between London and Lisbon, Rio de Janeiro Santos, Monte Video and Buenos Aires. All five ships will have accommodation for first class passengers only and they are being especially equipped to meet the requirements of wealthy South Americans and business men travelling between South American ports and Great Britain.

[THROUGH HAVAS AGENCY.]

FRANCE AND WIRELESS.

WHAT IS CLAIMED FOR A NEW
APPARATUS.

PARIS, September 20th.
The French Postal Department has examined successfully a new apparatus, which establishes considerable progress in wireless, representing entirely perturbations and permitting of traffic fifteen times greater. More important is the fact that it will assure security and secrecy of correspondence.

DISARMAMENT.

GENEVA, September 21st.
Despite the opposition of Italy, England, Japan and Switzerland the Commission on Disarmament adopted the French proposal to call a Disarmament Conference before the next Assembly met.

THE DEMPSEY-TUNNEY FIGHT.

TO TAKE PLACE TO-MORROW.
ENORMOUS SUMS INVOLVED.
BETTING FAVOURS DEMPSEY.

[REUTERS' AMERICAN SERVICE.]

PHILADELPHIA, September 21st.
After three years of film acting and pleasure hunting, Dempsey enters the Sesqui Centennial arena at 8.45 on Thursday evening in defence of his title against Tunney, with shadows of three impending law suits over-hanging him.

These, however, have been postponed till Friday in order not to interfere with the fight.

Richard announces that the takings are already \$1,700,000, of which Dempsey is guaranteed half-a-million plus a percentage on all takings over a million. It is expected he will net three-quarters of a million with movie rights.

Tunney gets a modest \$100,000 win or lose.

Both are tapering off training. Dempsey is expected to enter the ring at fourteen stone, giving a ten pounds advantage.

The betting is 13 to 5 against Tunney and it is predicted will be 3 to 1 at the ringside.

No fewer than six hundred reporters will be present, while the contest will be broadcast throughout the country.

[THROUGH REUTER'S AGENCY.]

HOME FOOTBALL.

LATEST LEAGUE RESULTS.

LONDON, September 20th.
The following are the results of matches played in the English League to-day:—

DIVISION I.—
Birmingham 1, Everton 0.
Blackburn 0, Sunderland 2.
Cardiff 1, Newcastle 1.

DIVISION II.—
Hull City 4, Reading 1.
Port Vale 3, Darlington 0.
Swansea 2, Blackpool 0.

DIVISION III. (SOUTH).
Aberdare 0, Queen's P.R. 2.
Millwall 3, Merthyr 1.
Norwich 0, Northants 1.

DIVISION III. (NORTH).
Accrington 3, Durham 0.
Tranmere 1, Lincoln 1.
Wigan 1, Bradford 2.

THE STAVRINAKI DANCERS.

OPENING PERFORMANCE TO-MORROW

The Stavrinaki Russian Ballet Dancers, comprising a company of some twenty artists, are due to open at the Theatre Royal to-morrow evening, and are billed to appear there also on Friday, Saturday and Monday.

The following comment regarding the Stavrinaki Dancers appears in the *N.C. Daily News* of September 18th:—
This troupe, says *N.C. Daily News*, is something quite out of the ordinary ballet-run, something new, and something finished.

Mrs. Stavrinaki, was formerly the manageress of the Moscow Ballet, a fact which in itself accounts for the perfection of this new ballet venture. The Moscow Ballet school has given to the world artists such as Karavina, Pavlova, Fokina and Nijinski, and it can be taken for granted that any person connected with the Moscow Ballet for a sufficiently long time, will at least know just what can be done with a ballet and how sentiments should be expressed through movement.

Much has been written of late on this new art of motion, but we have seldom seen anything more ethereal than "Sheherazade" a story from Arabian Nights, as performed by the Stavrinaki Dancers. In this item decoration, costumes and music form the harmonious background to the steps and poses, which the ballet has been practising under the direction of Maestro Eleioff.

Whether the Stavrinaki Dancers give an interpretation of the modern or the classical school, whether the theme of their story is national-Russian, Spanish or Oriental, they (and with them the audience) wholly live in that particular atmosphere.

SENTENCE TO STAND.

PLEA FOR OPIUM CARRIER FAILS.

In making an application yesterday for reconsideration of a sentence of a fine of \$1,000 or six months' hard labour imposed on a Chinese by Mr. R. E. Lindell at the Central Magistracy, on a charge of possession of a small quantity of opium, Mr. D. McCallum stressed the point that the man was only a carrier.

His Worship remarked that receivers were held to be worse than thieves themselves. If there were fewer of them there would be less thieving. Similarly, in opium cases, if there were no carriers there would be less opium smuggling, for the actual smugglers were the carriers.

Mr. McCallum replied that consideration had to be given to the fact that the smugglers employed people of the unintelligent class to carry opium for them. His Worship said he was unable to alter the sentence already passed.

FLORIDA'S TERRIBLE DISASTER.

LATEST DETAILS.

[REUTERS' AMERICAN SERVICE.]

New York, September 21st.
Florida is still partially isolated and a connected account of the typhoon as to extent is still lacking, but it is clear that it struck sleeping towns with bomb-like severity bringing in its wake a series of gigantic waves. Hundreds were drowned in their beds. As the houses collapsed the hurricane rushed erratically to and fro across the Peninsula and attained a speed of 120 miles an hour.

At Fort Lauderdale drowning accounted for the majority of the deaths, though many were killed by flying debris. Many of the smaller buildings were blown over or bowled a considerable distance. Homes were cut to liberate the battered occupants. One woman, whose home was blown down, sheltered four others all of whom collapsed successively. A second woman tied three children round her. Two were drowned and she cut them adrift in order to save the third. Refugees are in a pitiable condition and are pouring in to the relief stations from roads leading to West Palm Beach which is jammed with terror-stricken pedestrians.

There is serious danger of a shortage of food and drink. Water is being rationed and bread lines are being formed.

An aeroplane flew over Clewiston, where there is no sign of life except for a small group collected on the roof of the only building standing.

Rescuers are working heroically. Parties on horseback are rescuing the stranded. President Coolidge broadcast an appeal for subscriptions. Private individuals have chartered a special train to convey doctors, nurses and food.

DUTCH STATES GENERAL OPENS.

SPEECH FROM THE THRONE.

EXILED DUTCHMEN TO BE TAXED.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, September 21st.
In the speech from the Throne at the opening of the States General, the Queen stated the situation of the country gave ground for gratitude in many respects. Although shadows were not lacking, the economic restoration was proceeding very gradually. The country's financial situation demanded constant care as a reduction of the burdens imposed on the population was an indispensable condition for a durable improvement of the economic situation. This would be only achievable by careful financial administration. The Queen expressed gratification that the League of Nations had gained importance by the entry of Germany. Bills foreshadowed include a measure to provide that Dutchmen living outside the country should bear an equitable share of the Income and Capital Taxes and render their property liable to Succession Duty.

It is also proposed to ratify certain draft conventions for the international organisation of labour.

The speech stated that the new Constitution for the Dutch East Indies would come completely in force next Spring. A policy aiming at prosperity for that colony would be energetically pursued and particularly in the interest of the native population.

[REUTERS' AMERICAN SERVICE.]

U.S.A. POLO CHAMPIONSHIP.
WESTBURY, September 21st.
In the semi-final for the polo championship Argentine beat Orange County by 13 to 3. They, therefore, meet the Hurricanes final.

TRAFFIC CASES.

DANGEROUS DRIVING IN GARDEN ROAD.

Proceeding along Garden Road, on the morning of the 9th instant, at a speed estimated by one witness at 18 miles an hour, a private car, No. 685, almost ran into a number of the Surreys men outside the Barracks, at a time when the guard at this point was being dismantled. As it was, the men had to fall back hurriedly.

The driver, when charged before Major C. Willson yesterday with negligent driving, said that his was the wrong car that was being summoned. He produced the timebook from the Russell Street garage to show that his car was not at Garden Road at the time mentioned.

However, Inspector Alexander, after closely examining the book, said that the raising rubber had been applied, the marks being clearly perceived on the page.

On being fined \$25, the defendant said he was "not contented" with the decision.

Another case concerned a Chinese motor cyclist who was alleged to have driven his machine in a negligent manner and thereby knocked down Mr. Burgess and Major Wynnall near the tramway station. Evidence having been heard, the cyclist was fined \$25.

NEWS FROM HANKOW.

MISSIONARIES SAFE.

BOMBS DROPPED NEAR THEIR PROPERTY.

PEKING, September 21st.
A telegram from Hankow, dated September 19th, states that missionaries of all denominations in Hankow and their property are safe, but that some fighting has taken place at Chikungshan, where there are missionary and Alliance missionaries from Wuchang. Bombs have been dropped on buildings adjacent to the Alliance Mission property.

THE CHINA COAST.

CHANGES IN OFFICER PERSONNEL.

Mr. I. Newton, chief officer, *Kaying*, is on reserve. Mr. C. H. Thompson, from reserve, has gone chief officer, *Kaying*.

Mr. W. D. McLean has been appointed third officer, *Kaying*.
Mr. E. J. Plowright, second officer, *Faithan*, is on reserve. Mr. E. H. Mutton, from reserve, has gone second officer, *Faithan*.

Mr. C. W. Keho-Scott, from reserve, has gone second officer, *Chengtu*. Mr. E. Jacob, second officer, *Chengtu*, is on reserve.

Mr. E. R. Graham, second officer, *Nanchang*, has gone second officer, *Chihli*. Mr. R. Atkinson, from reserve, has gone second officer, *Nanchang*.

Mr. W. W. M. Chapman, from reserve, has gone supply third engineer, *Hongyang*.

Captain A. S. Woodget, of the *Luenho*, is on reserve. Mr. B. E. Bidwell, chief officer, *Luenho*, has gone acting master, same ship. Mr. G. I. Lawson, second officer, *Luenho*, has gone acting chief officer, same ship.

Captain P. R. G. Cumming, of the *Fookang*, has gone master, *Mingyang*. Captain G. H. Hodgson, of the *Mingyang*, is on reserve.

Mr. A. Spiers, chief engineer, *Suifu*, is on reserve. Mr. J. Genn, from reserve, has gone chief engineer, *Suifu*.

Captain V. A. Harris, of the *Kinshan*, has gone master, *Suifu*. Mr. G. H. Madden, chief officer, *Taishan*, has gone master, *Kinshan*. Mr. T. Pritchard, chief officer, *Kinshan*, has gone chief officer, *Taishan*. Mr. J. E. Harvey, second officer, *Kinshan*, has gone chief officer, same ship.

Mr. W. H. Loureiro, chief engineer, *Kwongtung*, deceased. Mr. M. J. D'Aguir, from reserve, has gone chief engineer, *Kwongtung*.—*Shipping and Engineering*.

SHIPPING NOTES.

The following notice to mariners was exhibited at the Harbour Office yesterday:—Shipping is warned that from September 27th, until further notice, Survey Operations will be carried on, off Kowloon Point up to the 6 fathom line. The Area will be surveyed in square sides of such squares being 300 feet. Craft marking these areas will fly a red flag and ships passing by should proceed with the utmost caution and give them a wide berth.

The Customs Authorities at Foochow notify that the port of Amoy having been declared cholera infected all vessels arriving from that port on and after September 18th will be governed by the Sanitary Regulations for the port of Foochow.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., two trading junk master were each fined \$2 for anchoring in the Southern Fairway, thus causing an obstruction.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 2,362, of which the *s.s. Sunning* (British) from Amoy carried 278; the *s.s. Glenallloch* (British) from Penang and Hoibow 476; and the *s.s. Van Cloon* (Dutch) from Belawan Deli and Singapore 1,530.

Donsion lighthouse, at the mouth of the Perak River, was the scene of an alarming collision between two Straits Steamship Co. steamers about three o'clock on Sunday week. The *Penang*, going from Teluk Anson to Penang, struck the *Selangor*, coming in from Singapore and Port Swettenham, near the light. The *Penang* is reported to be badly damaged. Three men were precipitated into the water and rescued from the strong current by fishing boats. The *Selangor* was holed in the stern over the waterline. Both vessels were unaware of the other's proximity. A Japanese passenger had his leg crushed and was taken to hospital at Teluk Anson, where the *Selangor* proceeded. The *Selangor* was not so badly damaged, and is returning to Singapore on schedule time. The *Penang* proceeded to Penang. Three sailors on the *Selangor* were badly hurt. An enquiry will be held in Singapore.

Over four thousand Chinese immigrants who arrived at Singapore by the *Apur-line steamer Takada* from Amoy and Hongkong on the 13th inst., and by the Norwegian steamer *Helios* from Hoibow, which came into port shortly after the *Takada*, were quarantined on St. John's Island. Both the ships were found to be infected with cholera, two deaths having occurred on board the *Takada* during the voyage.

Air Vice-Marshal Sir Setton Branker, the British Director of Civil Aviation, interviewed by a representative of the *Giornale d'Italia*, said two great air lines are contemplated for the Far East; one would consist of aeroplanes and the other of dirigibles. The dirigibles, already completed, would leave London for Australia. The aeroplane line would be to Egypt and India.

CRIMINAL SESSIONS.

THE PIRACY CASE.

The case in which three men are charged with piracy, in which it was alleged that men, women, children, and a baby, were pushed into the sea, and a boy of 15 was the sole survivor, was continued yesterday before Mr. Justice Wood.

Mr. Dyer Ball (the Assistant Attorney-General, with Mr. T. S. Whyte-Smith) was for the Crown.

Mr. C. G. Alabaster, K.C. (instructed by Messrs. Deacons) represented the first prisoner; Mr. H. G. Sheldon (instructed by Messrs. Johnson, Stokes & Masters) was for the second prisoner; and the third prisoner was represented by Mr. T. Addis (instructed by Messrs. Hastings, Denny & Bowley).

During the proceedings Mr. Sheldon objected to statements made by prisoners being taken as evidence against them. He pointed out that when they made the statements they faced a different indictment, whereas under the present charge on which they were arraigned their penalty, if found guilty, was death.

His Lordship agreed that it was so, but overruled Mr. Sheldon's objection in regard to the statements.

The Law Of Piracy.

Another interesting point which came out during the hearing was that although the piracy was perpetrated outside British waters the Hongkong Courts have power of jurisdiction in such cases under International Law. Had the piracy been committed in Chinese waters, the Court could have no such jurisdiction. The charge as it now stands is one of piracy on the high seas.

Mr. A. N. Seaton, a master-mariner, gave evidence to the effect that he had visited the scene of the piracy accompanied by a small boy "the sole survivor" on the previous day. The boy showed him the place where the piracy had occurred. It was off Lapsangai, some four miles outside British waters.

Replying to Mr. Alabaster, witness said that the place lay between two Chinese islands; in fact all the islands in the vicinity belonged to China.

The Survivor's Story.

Fung Po, the 15-year-old boy, was then called. He said that he was on the boat when it was pirated. When the first prisoner's boat came up there were two other boats in the vicinity. He knew the first prisoner because he had often met him on fishing expeditions, and he was, moreover, well acquainted with witness's master, who had previously lent him some money. Witness recollected that a few days prior to the piracy a demand had been made for repayment.

Continuing, witness said that the first prisoner, who was armed with a chopper, jumped on to the boat, and struck the master who fell dead. The master called out once or twice "save lives" and the cry was taken up by the other occupants of the boat. The two other men, one of whom he recognised as the second prisoner, boarded the boat, struck the women with their fists and threw them into the sea. Witness saw two women in the water clinging to the rudder, and saw the second prisoner strike them with a bamboo pole. The women then went under. Witness jumped overboard and swam a mile until he landed on a small island.

Witness had previously given a list of the occupants of the boat. He said that the baby was four months old.

Mr. Dyer Ball: What happened to the baby?—It was strapped on the back of one of the women, and the woman and the baby were thrown into the sea.

Second Prisoner Not There.

The wife of the first prisoner gave evidence and said that she and her husband were forced by the third prisoner to row the pirated boat. She further stated that the third prisoner threatened her with a revolver. Witness also said that the second prisoner was not on board at all.

The case will be continued to-day.

OFFICE BOY FOUND GUILTY.

DEATH SENTENCE.

RECOMMENDED TO MERCY.

Lai Kan, the office boy of the China Commercial Company of Connaught Road Central, who was arraigned on a charge of murdering a fellow employee by savagely hacking him to death with a chopper, was found guilty at the Criminal Sessions yesterday, and Sir Henry Gollan (the Chief Justice) passed on him sentence of death. The jury who were absent for 45 minutes with their verdict recommended the youth mercy.

The Attorney-General, the Hon. Mr. J. H. Kemp prosecuted, and Mr. Somerset Fitzroy defended.

On An Impulse.

When the case was continued yesterday morning prisoner went into the box and stated that he had no knowledge of the events of the night in question. He had gone to bed and the next thing he remembered was waking up with the dead body of the deceased before him.

In reply to questions he said "when I struck the deceased I could not quite have known what I was doing."

Further questioned, prisoner stated that he had been fully conscious of what he had done when he found the deceased's body lying in front of him. He had washed his hands, changed his clothes, taken some other clothing away and gone to the pawn shop to raise money to enable him to get away.

This concluding the case as regards evidence, Mr. H. S. Fitzroy addressed the Court and jury on behalf of the prisoner, submitting that the man was so unbalanced as a consequence of the fear of leprosy preying on his mind that he did not know whether he was doing right or wrong when the act was committed.

(Continued on next Column).

ADDITIONAL SHIPS FOR CHINA STATION.

FOURTEEN ON THE WAY.

SEVEN DESTROYERS.

The Hongkong Naval Authorities announce that the following ships have been ordered to Hongkong by the Admiralty to place themselves under the orders of the Commander-in-Chief, China Station:

H.M.S. *Hermes*.
H.M.S. *Yarmouth*.
H.M.S. *Dartmouth*.
H.M.S. *Carysfort*.
H.M.S. *Castor*.
H.M.S. *Keppel*.
H.M.S. *Veteran*.
H.M.S. *Witherington*.
H.M.S. *Wishart*.
H.M.S. *Wivern*.
H.M.S. *Walsey*.
H.M.S. *Woolston*.
H.M. submarine L.37.

H.M.S. *Hermes* came to Hongkong last year. It was announced by Reuter on September 12th that she had been ordered to return. The *Carysfort* and *Castor* left England a few days ago.

H.M.S. *Hermes*, is the well-known aircraft carrier, is of 10,000 tons and carries seven 5.5 and four 4-inch anti-aircraft guns.

H.M.S. *Yarmouth* is a cruiser of 5,230 tons and carries eight six-inch guns and one three-inch anti-aircraft gun.

H.M.S. *Dartmouth* is a cruiser of exactly similar type to the *Yarmouth*.

H.M.S. *Carysfort* is a cruiser of 3,750 tons and carries four six-inch guns and two three-inch guns.

H.M.S. *Castor* is a cruiser of exactly similar type to the *Carysfort*.

H.M.S. *Keppel* is a flotilla leader of 1,750 tons and carries five 4.7 inch guns and one three-inch gun.

H.M.S. *Veteran*, *Wivern* and *Witherington* are all destroyers of 1,325 tons and carry four 4.7 inch guns.

H.M.S. *Wishart* is a destroyer of 1,350 tons and carries four 4.7 inch guns.

H.M.S. *Walsey* and H.M.S. *Woolston* are destroyers of 1,325 tons and each carry four four-inch guns and one three-inch anti-aircraft gun.

H.M.S. *Keppel* and the destroyers mentioned above are from the Mediterranean Squadron.

Mr. Fitzroy submitted that the very fact that the prisoner had had to raise money to get away and had not even clothes to go with showed that the act could not have been premeditated. He submitted that the evidence showed clearly that the act was due to a sudden homicidal tendency over which the prisoner had no control.

Insane At The Time!

Was the act of putting a duplicating machine on the head of the dead man and a basket of clothes returned from the laundry on the body, the act of a sane man? asked Mr. Fitzroy. He submitted that they indicated one thing only and that was that the prisoner was insane at the time the act was committed.

Deliberate and Intentional.

The Attorney-General in summing-up for the Crown, said that the prisoner might have been suffering from an obsession that he was afflicted with leprosy but it was clear from the medical and other evidence that he was not insane. The prisoner had cherished for a long time a grievance against the deceased man and he submitted that the murder had been deliberate and intentional.

For the first time in the course of the hearings of the case and of the statements by the prisoner they had heard that morning from the prisoner himself that he did not know what he was doing when he struck the deceased. The prisoner had made two statements prior to that in which there was no mention of such a thing and in which he had gone into the affair in complete detail.

The Attorney-General concluded by stating that the case which the prisoner had taken in covering up his tracks after the act was not the sign of the acts of an insane man.

A Dangerous Flea.

His Lordship, in summing-up, said that the jury would appreciate the danger of allowing merely the plea of "uncontrollable impulse" to turn away the responsibility of a man's act in taking the life of a fellow being. For a plea of that kind to succeed it must be clearly proved that the prisoner was suffering from a disease of the mind which prevented him from appreciating the nature and quality of the act committed.

The statement that he was not aware of what he was doing had been made for the first time, that morning and in a statement made only two days after the events he had gone into minute details as to what had happened between his going to bed and finding the deceased's body on the ground. He had gone into details of a conversation between himself and the dead man and the thoughts that had passed through his (prisoner's) mind.

Actual Evidence.

His Lordship dealt with the medical evidence. Dr. McKenny's amounted practically to a positive statement that he did not believe that the man could have been insane. Dr. Craig's admitted merely the possibility of it and Dr. Cheung's was to the effect that the obsession might have developed into homicidal mania.

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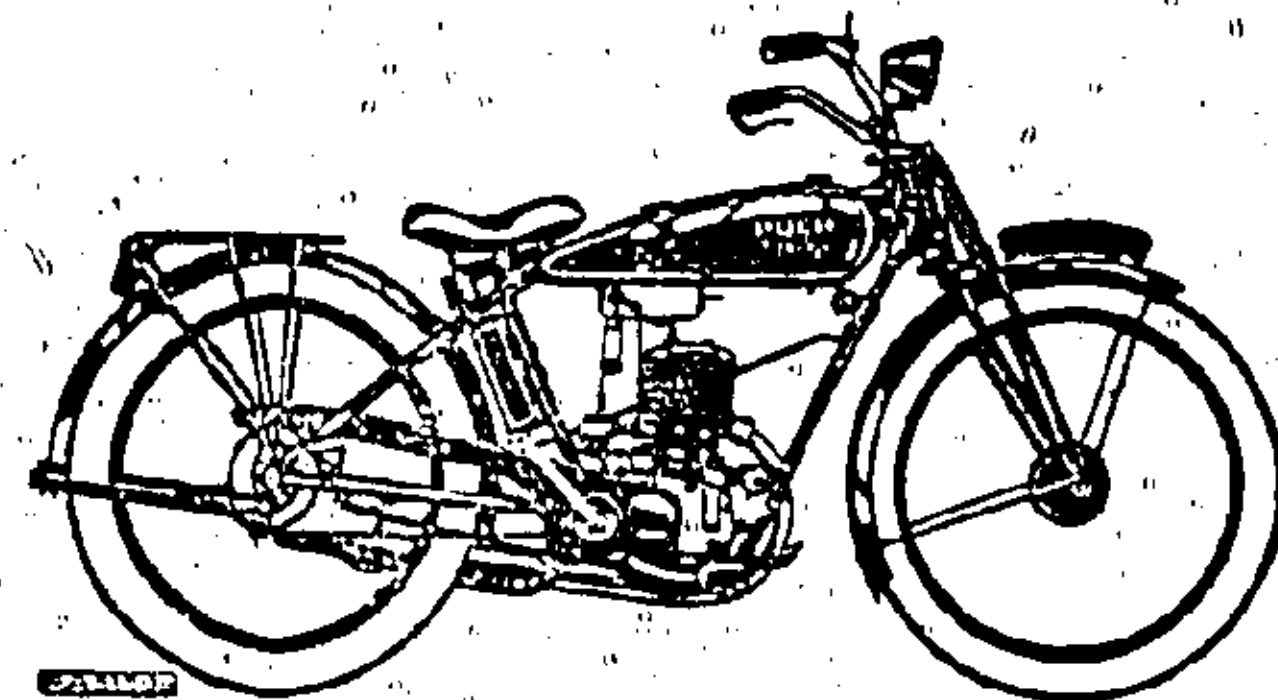
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[114]

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Motoring Notes:

A Weekly

Review dealing with matters of interest to
all local motorists.—Gear Changing—Super-chargers—Steam
Cars—The Driver's Worries.

[BY AN OWNER-DRIVER.]

GEAR CHANGING.

There are so many steep gradients in Hongkong that unless a car is of a fairly high power it is impossible to go very far without changing gears.

Most of the modern cars are fitted with three gears forward and a reverse. Some have four forward gears.

It is noticeable that, in several local cars, the second gear becomes noisy after, say, about ten thousand miles.

Considering that it is fully recognised by designers that, as a piece of mechanism, gears are unsatisfactory as a means of varying the speed and driving force on the rear wheels, it is surprising that more trouble is not experienced with them.

In actual fact very few drivers use the gears with real skill. As for the learner, he or she quickly begins to dread the operation of gear changing.

It is not too much to say that the majority of drivers regard the gears as a necessary evil. They would gladly welcome any other mechanism which saved them the anxiety they feel about the gears.

SWITCHING ON.

A Frenchman has invented a system of change-speed mechanism which may have a good future before it.

All that the driver has to do is to "switch on," just as he "switches" on the ignition. The current needed is supplied by the same battery that gives the electrical energy needed for the self-starter and the lighting equipment.

We are apt, in these days, to expect rather too much of new inventions. Time is the great tester. At present it can be said that experts who have used the new gear changing arrangement speak and write favourably of it.

There is a great tendency for all drivers to "hang on to top" gear too long. Any simple and silent method of obtaining an easy change is sure to have the effect of making drivers change gears more often.

STRAINING THE ENGINE.

That will be all to the benefit of the engine. It will also mean a higher average speed for the car.

It has been suggested that if the magnetic type of gear changing apparatus is improved, the day will come when the clutch will be entirely eliminated.

In the tests that have been run it was found that there was no need to use the clutch when once the car was in motion. The magnetic gear change made the clutch unnecessary for changing up or down.

Without studying the details of the mechanism it is difficult to say whether the engine could be started up with the gear-lever in neutral position and then, when the engine had really "picked up," the magnetic system could be used. If that is possible there seems to be no reason for the clutch.

Without wishing to raise false hopes it may be said that if this invention does all that is claimed for it there will soon be an end to the common anxiety about gear changing.

For many years we longed for a reliable self-starter. When we had that we longed for four wheel brakes. The tale could be made to go on so as to include many other examples. The inventors have so cleverly responded to our longings that we have every reason to be sanguine about this latest effort to improve the mechanism of the car.

THE SUPER-CHARGER.

This is one of the latest car improvements. It is noticeable that super-chargers are now practically a standard fitting for racing cars. All the Grand Prix entrants used them.

They must, of course, add something to the initial cost of the car. They seem, at present, to increase the petrol consumption, although the increase is not great.

The great advantage of the super-charger is that more power is developed by the engine fitted with one. That may easily lead to the adoption of the super-charger as a means of successfully "hanging on to top" gear.

The whole tendency of design is to produce a car that is reliable, not expensive in initial cost and not expensive in running costs.

IN HONGKONG.

In this Colony a car that is to negotiate all of the gradients except, perhaps, the top of Garden Road near to McDonnell Road, and a small portion of the Dairy Farm Hill near to Pokfulam, must be rather over fifteen-horse power, English tax rating.

If the same car, with a smaller (and therefore lighter) engine giving normally a maximum of thirteen horse-power rating could be fitted with a super-charger that could be "switched in," as required, and so enable the driver to obtain fifteen horse-power, it would be of great advantage. These are the improvements we are likely to see developed during the next few years.

The competition to sell cars is now so keen that the directors of motor-car factories in Britain, France, Italy, Germany, and the U.S.A. are willing to offer big rewards to those who will give them some new invention which will enable agents to increase sales.

It is noticeable that the sleeve-valve type of engine has stood the test of time. The overhead valve is a great improvement on the old type, but the opinion may be expressed that, as a piece of mechanism, any such valve is unsatisfactory.

The cam and the spring have been used on millions of cars, but they are mechanically imperfect. That has been apparent to engineers from the day when first they were used.

NOT PERFECTION.

The trouble is to provide something better. It is very much like the system of selecting suitable people for appointments by means of written examinations. Most people agree that all examinations are unsatisfactory. The difficulty is to provide anything better. So it is with the details of the mechanism of a car.

The clutch, the change-speed gear, the taper-valves, even the reciprocating engine are all rather imperfect from the point of view of the mechanical expert.

But up to the present no universal substitutes have been found. They will come in time and future generation will feel quite sorry for us.

THE STEAM CAR.

A correspondent enquires why it is that steam cars are not used nowadays. He reminds us that in the early days of motoring a bright future was prophesied for automobiles using steam.

The great advantage of the steam car is the absence of gear-changing. Unlike the petrol engine, the steam engine will run on load at almost any number of revolutions per minute, from, say ten up to the maximum for which the engine is designed.

The running of those early steam cars was very quiet. They were expensive to manufacture and it took a few minutes, after lighting up the burner, to get the plant running. Probably it was a matter of cost that decided the problem. There are, however, motor-car designers who still believe that the day of the steam car is not over.

There would need to be some very reliable automatic arrangement so as to regulate the supply of steam to the demand.

The great hope for the steam car is that a form of fuel of a lower grade than petrol, such as kerosene, can be used. There is, perhaps, a chance that the fuel would be less costly. There are enthusiasts, however, who think that motor-car engines using crude oil will appear in time.

PARKING PLACES.

The suggestion has been made that there should be some special parking place, such as in Pedder Street, outside the Hongkong Hotel, reserved entirely for members of the local Automobile Association.

That does not seem to be practicable. It does, however, appear unfair that public vehicles should park in the centre districts in other places than Statue Square and in front of the City Hall.

Probably the best plan would be for the Automobile Association to persuade the local traffic authorities to keep a portion of Pedder Street for owner-drivers only.

The Hongkong A.A. might even go to the expense of having a uniformed "Scout" in attendance. That would reduce the risk of thefts. Of late there have been many complaints about missing articles from cars and many of these complaints have come from owner-drivers who leave a car unattended.

Motor-cyclists also suffer. For that reason it is good to know that the local Automobile Association may decide to have a "Scout" on guard at the Kowloon ferry parking space.

There does not seem to be much chance of having A.A. patrols around the island or in the new territory. It would be very expensive.

THE DRIVER'S WORRIES.

In Hongkong—especially in the City of Victoria—the driver of a car has plenty of worries. Pedestrians behave in the most unexpected manner. They will walk along on the left hand side of the road until a car is near to them. They then dash across the front of the radiator. After a short interval they run back again.

Another source of anxiety is the cyclist. There seem to be so many learners. They wobble about in a most alarming manner. No doubt the police would prevent one using a continuous hooter but anyone who drives through Wanchai must keep one hand on the horn all the time.

It has been suggested that some effort be made by the traffic authorities to keep pedestrians on to the side-walks, but it would require a large number of police in Wanchai to do that.

OVERHANGING TREES.

Another great source of danger is the overhanging branches of trees. Along Garden Road the trees might be sacrificed for the sake of "Safety First."

Between Caine Road and Pokfulam there are many trees that have overhanging branches. They obstruct the view. Surely the lower branches might be removed.

Incidentally it may be mentioned that the trees planted along the road between Castle Peak and Fanling have grown and now furnish a delightful shade. It seems a pity that when the Road is widened, as it must be at some time, some of the trees will have to be sacrificed.

The road from Fanling to Kowloon via Castle Peak is now in good condition although parts of it still demand caution. The great rain-storm seems to have affected the road round about Castle Peak much more than it did the Tai Po Road.

STEAM COOLING.

It is now a fairly common practice to fit on to the radiator a device that warns the driver when the cooling system is becoming too hot. In Hongkong there are so many hills and the air temperature in the summer is so high that all of us who drive motors are advised to watch the cooling water carefully.

It is therefore of interest to relate an experiment carried out at a meeting of the Society of Automotive Engineers. An ordinary water-cooled engine, with no special provision for steam-cooling, was run under a simple steam cooling system. There were none of the usual cooling accessories, such as fan, circulating pump or radiator. All that was relied upon for cooling was the evaporation of the water.

There was an automatic arrangement for maintaining water at a certain level in the cylinder heads, so as to make up for loss due to evaporation.

ADVANTAGES.

A system of steam cooling has been tried commercially in a work's laboratory in America. The system is still in the experimental stage but the following advantages are claimed by its advocates. There is better vaporisation, reduced thermal loss and higher working efficiency. Internal friction is also reduced. The working temperature of the cooling system is at 215 degrees F., instead of from 140 to 180.

In cold climates the steam cooling system can be used for the provision of heating apparatus for the passengers.

In many small stationary plants using internal combustion engines the crudest cooling arrangements work well. There is no water circulation. The water jacket is really an open vessel and as the water boils away this is filled up from a pail.

Until we have steam cooling, motorists in Hongkong are advised to see that there is nothing wrong with the cooling system now in use. A cracked cylinder may be caused by a failure of the circulating system.

A GALLANT SHIP'S ENGINEER.

MR. ANDREW DUNCAN'S FLUCK.

UNSUCCESSFUL ATTEMPT TO SAVE MR. JOHN GRIFFITHS.

H.M. Coroner, Mr. G. W. King, during an inquest at Shanghai on September 15th on the body of Mr. John Griffiths, Second Officer of the China Navigation Co.'s str. *Changchow*, moored up-river off Lunghua, who was drowned on the previous Saturday, warmly congratulated the Third Engineer, Mr. Andrew Duncan, on his gallant attempt to save his shipmate.

Mr. Robert Wherry, Chief Officer of the str. *Changchow*, said that he heard an alarm that the Second Officer had fallen overboard from a boat, but he could not see anyone in the water. The Third Engineer dived in. There was a strong tide running. The boat reached around for a while, but without success. Information was sent to the str. *Wuhu*, lying astern, which kept a look-out for Mr. Griffiths.

Mr. Andrew Duncan, Third Engineer, said he did not see the accident, but he dived in as soon as he was called and swam about, but without seeing any signs of Mr. Griffiths. There was a very strong tide.

The Coroner—I wish to congratulate you very much on your very brave deed. It was a dark night and there was a very strong tide running in a very treacherous river, but without a moment's hesitation you dived in. It seems to me your only regret must be that you did not save your shipmate's life. I think you are a very brave man, Mr. Duncan.

The Coroner returned a verdict of accidentally drowned.

INSURE

YOUR

MOTOR CAR

WITH

GILMANS.

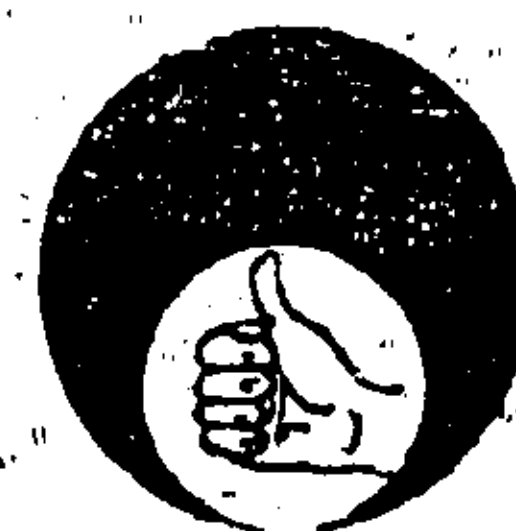
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"CRESCENT" NEUTRAL SULPHATE OF AMMONIA

(Analysing 25.75 per cent. ammonia)

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"CRESCENT" BONE FLOUR

(Analysing 60 per cent. phosphate.)

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[A.P.R.]



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and pure milk**

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Malted Milk—and skillfully
blended as they are—they
supply the young growing
system with the necessary
nourishment in the most
easily digested form.

Horlick's helps to
make fine healthy
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vigorous children



In 4 sizes
of all Chemists & Stores

LOSS OF THE FONTAINEBLEAU.

OFFICIAL ACCOUNT OF THE
RECENT FIRE.ALLEGATIONS OF DISPUTE AND
FIGHTING DENIED.

The Agent of the Compagnie des Messageries Maritimes in Hongkong has received the following account of the fire which occurred on the *Fontainebleau* from one of the passengers on board. As will be seen the statements made in the reports first published that these disputes between members of the crew, and a fight accompanied by revolver shots are emphatically refuted.

The passenger writing to the Messageries Maritimes agent in Shanghai, says: "Consequent upon our conversation respecting the destruction by fire of the s.s. *Fontainebleau*, I consider it an agreeable duty, in view of the malicious reports of the *Singapore Press* with which you are acquainted, to confirm hereunder in writing the account of the disaster rendered to you verbally, and of which you may make such use as you think best."

After a voyage which proceeded until then very normally we began to experience two days after having left Suat, i.e., when we were half way through the Red Sea, a temperature which was exceptionally trying and from which we suffered until reaching Djibouti.

On the 12th of July, about 1 p.m. or about two hours before arriving at the above port, an intense heat was reported from the No. 2 spardeck in which were accommodated passengers of the French Army and Navy. Soon after, it was found that a fire had broken out in the No. 2 hold. Immediately measures were taken to combat the fire with steam.

About 3 p.m. when the steamer was anchored in the Port of Djibouti and when the Company's Agent came on board things looked only like a small hold fire. At that time nobody could evidently imagine the future developments of the accident. However, the passengers were informed by the Captain of the *Fontainebleau* that he could not fix the date of her departure and that she would have to remain in port for at least 5-6 days.

Upon receipt of such advice and in view of the fact that under the circumstances the sojourn on board did not offer much comfort, practically all passengers hurried on shore in order to secure rooms in the few hotels existing in that port. The majority took their cabin luggage with them. I noticed on that occasion, and I insist on this point in order to refute the malicious allegations referred to above, that the removal of the luggage was carried out in the usual way by the hotel coolies assisted by the stewards of the steamer.

The fighting of the fire proceeded meanwhile normally under the supervision of the Captain and the ship's Officers and with the assistance of the French soldiers and sailors who had volunteered to help the crew. All the firehouses were directed upon the fire, the men taking turns with the greatest order and calmness. A dense smoke was coming out of the hold which was carried off by a very strong wind.

The situation seemed to improve towards 10 p.m. and it looked as if the fire had been brought under control. The flooding of the hold continued with the result of a heavy list to starboard. About 10.30 p.m. the steamer righted itself a little but only to incline soon after, more and more towards the right.

Still the situation did not seem to warrant any grave apprehensions until 1 a.m. when the wind became more violent and the fire became more intense. The fight against the elements proceeded without weakening. However at 3 a.m. the Captain considering the situation as having become critical decided upon the evacuation of the last remaining passengers.

In order to avoid any possible panic he advised the passengers to put their luggage on the big lighter which was lying alongside the ship and on which the heavy trunks and a certain number of mail bags had already been discharged. The passengers hastened to follow this advice, 20 minutes later the fire had invaded the second class smoking room whereas the wind grew stronger every moment, thereby endangering the accommodations of the first and second class passengers. Then the Captain gave the official order to evacuate the steamer and instructed the chief steward to inspect every cabin so as to make sure that all passengers had left. He also gave the order to blow the whistle, as is customary when a ship has to be abandoned (general long blast).

When the Chief Steward had reported that no more passengers were remaining on board, the order to evacuate was given to the personnel of the restaurant, thence to the men in the engine room and soon after an order for general evacuation was given, as the superhuman efforts of the crew and of the French soldiers and sailors could be of no further avail. Only the Captain and the ship's Officers remained still on board.

Very soon after, however, seeing that any further effort would be useless the Officers and then the Captain, evacuated the *Fontainebleau*, but remained in the vicinity of the steamer on board of a tug hoping that the wind would calm down and permit them to resume their efforts.

At 3.30 a.m. the fire seemed actually to weaken and the Captain and the Officers returned on board to make a last attempt; however their hopes were vain and 15 minutes later the fire redoubled in violence compelling the Captain and the officers to leave the ship. All hope to save the steamer was now definitely lost.

I deem it my duty to emphatically refute the allegations respecting a dispute said to have taken place between the members of the crew, as also regarding a fight accompanied by revolver shots and the wilful and prolonged going out of the electric lights, all of which belongs to the domain of the most wild imagination or of bad faith.

(Continued on next column.)

HONGKONG SHIPPING.

SLIGHT INCREASE IN HONGKONG
FREIGHT.

BUT STILL POOR RETURNS.

There was a slight improvement with regard to Hongkong cargo recorded in yesterday morning's shipping statement, but the returns were still poor. Hongkong cargo increased by nearly 1,000 tons, compared with the returns of the previous day; but freight for ports beyond again showed a decrease, going down by over 9,000 tons. Two British vessels brought one-third of the Hongkong freight, and carried nearly half that for ports beyond.

TONNAGE AND NATIONALITIES.

The tonnage figures were as under:—
Total: 27,122 tons; British vessels: 7,814 tons; Other vessels: 19,308 tons.

At 9 a.m. yesterday there were 34 vessels in the harbour, of which 22 were British. During the previous twenty-four hours eleven vessels arrived, viz., three British, one French, one American, two Dutch, two Japanese and two Chinese. Departures during the same period came to fourteen, viz., one Japanese for Tsingtao, one British for Balikpapan, one American for San Pedro, one Dutch and one British for Shanghai, one Chinese for Sha U Chung, two British for Singapore, one British and one Chinese for Amoy, one Dutch for Takao, one Japanese for Hongkong, one American for Manila and one French for Kwang Chow Wan. There were seven clearances, viz., two Japanese for Singapore, three British for Amoy, one Japanese for Shanghai and one Japanese for Takao.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday).

For Hongkong 4,909 tons.

For ports beyond 7,979 "

Total 12,888 "

(For the previous 24 hours ended at 9 a.m. on Monday).

For Hongkong 3,914 tons.

For ports beyond 17,568 "

Total 21,482 "

Of the cargo for Hongkong, British vessels, numbering two, brought 1,650 tons, the best return being 1,050 tons. Of the remaining 3,259 tons in vessels of other nationalities, the best return was 2,160 tons of coal and general cargo. With regard to freight, for ports beyond, two British vessels carried 3,348 tons between them, of which one steamer carried 3,198 tons. Of the remaining 4,631 tons, one steamer under another flag carried 3,560 tons.

THE ARRIVALS.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Helenus (British) from Yokohama and Shanghai with one coal and 3,198 tons of general cargo for ports beyond;

Sunning (British) from Shanghai and Amoy with 1,050 tons of general cargo;

Glenfalloch (British) from Penang and Hoibow with 600 tons of general cargo and 150 tons for ports beyond;

Hunn (French) from Haiphong and Fort Bayard with 300 tons of coal and general cargo;

Standard Arrow (American) from New York and San Pedro with a nil entry;

Van Clon (Dutch) from Belawan Deli and Singapore with 606 tons of general cargo and 50 tons for ports beyond;

Tjaroera (Dutch) from Shanghai with four tons of general cargo and 821 tons for ports beyond;

Tango Maru (Japanese) from Yokohama and Shanghai with 150 tons of general cargo and 3,560 tons for ports beyond;

Kohoku Maru (Japanese) from Takao and Keelung with 1,800 tons of coal and 369 tons of general cargo (transshipment for various ports);

Wing Wo (Chinese) from Kwang Chow Wan with 200 tons of general cargo;

Sui Yik (Chinese) from Sha U Chung with 23 piculs of general cargo and fruit.

LATER ARRIVALS.

Later arrivals, too late for inclusion in the above returns, were as under:—

Clydebank (British) from New York and Iloilo with 150 tons of general cargo and 7-0 tons for ports beyond;

Springbank (British) from New York and Takao Bar with a nil entry;

Hop Song (British) from Tsingtao and Foochow with 250 tons of general cargo;

Glenogle (British) from Vladivostok and Shanghai with a nil entry for Hongkong, but beans and tea for ports beyond;

Kamo Maru (Japanese) from London and Singapore with 943 tons of general cargo and 5,943 tons for ports beyond;

Tonjer (Norwegian) from Chinwang-tao with coal.

Practically all passengers, including even those who lost part of their luggage or personal effects, are unanimous with me in recognizing, that on this tragic occasion everything went as well as could have been hoped and even beyond their own expectations. Discipline, calmness and order never ceased to reign and my impression (which is not a purely personal one) is that the French Marine, has, once more, been up to its reputation and worthy of the tradition of its past.

Daily Press Cricket
Competition.Selecting the Hongkong
Interport Team.

Series B Coupons.

THE DAILY PRESS CRICKET COMPETITION TO-DAY ENTERS
UPON ITS SECOND STAGE.FROM TO-DAY UNTIL OCTOBER 6th A SERIES B COUPON WILL
BE PUBLISHED IN EACH ISSUE OF THE PAPER.TWENTY MORE CHANCES ARE GIVEN IN THIS SERIES OF
SELECTING THE CORRECT TEAM. FOR EACH CORRECT
NAME GIVEN ONE AND A HALF POINTS WILL BE
REGISTERED.ALL LISTS IN SERIES B MUST REACH THE "DAILY PRESS"
OFFICE BY OCTOBER 7th.

PROSPECTS OF WINNING.

THE MAXIMUM POINTS WHICH CAN BE SCORED IN THIS
COMPETITION IS 900. EXPERTS CONSIDER THAT THE
FIRST PRIZE WILL BE WON BY A TOTAL OF NOT MORE
THAN 350.IN SERIES B ALONE 330 POINTS CAN BE SCORED BY A
COMPETITOR WHO CHOOSES THE CORRECT TEAM AND
GIVES THIS CORRECT TEAM IN HIS FULL TWENTY LISTS.IT IS, THEREFORE, NOT TOO LATE TO JOIN IN THE COMPETITION
IN THE SECOND ROUND.ONE LIST, ACCOMPANIED BY TWENTY COUPONS, WILL BE
JUDGED AS TWENTY LISTS AND WILL BE MARKED
ACCORDINGLY.

Prizes.

First Prize - - - - - \$200

Second Prize - - - - - 50

Third Prize - - - - - 25

In the very unlikely event of a tie these prizes will be divided.

Rules.

Lists must strictly conform to the following rules:

Each must have a special coupon attached and be signed with a *nom-de-plume*. Initials of the selected players must be given. Where more than one player may bear the same name, full and correct initials only will score points.

The competitor's name must not be written on the selected list, but must be sent separately in the same envelope with that list. Envelopes should be marked "Cricket Competition." The names and addresses will be retained by the Editor. The lists only will be handed to the Judge.

The Judge, therefore will be aware of the *nom-de-plume* only of each of the competitors. (More obvious ones "Wicket," "Willow," "Stumped," etc., should be avoided to save duplication. Moreover, it is hereby notified that any one using the name R. Abbit, will be promptly disqualified. It is already dedicated.)

Coupon

HONGKONG DAILY PRESS

Cricket Competition

Series B, September 22nd, 1926.

VEREENIGDE NEDERLANDSCHE
SCHEEPVAART-MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN
(HOLLAND EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN AND GENOA.

THE Steamship

"OUDEKERK (10)" having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained. Goods not cleared by the 31st September, 1926, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 25th September, 1926, at 10 a.m., by Messrs. Goddard and Douglas. Claims against the Steamer must be presented in writing within ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by JAVA-CHINA-JAPAN LIJN, General Agents.

Hongkong, 20th September, 1926. [1991]

SHIPPING MOVEMENTS.

The B.I. s.s. *Tilawa* will leave for Singapore, Penang and Calcutta to-day (Wednesday) about 2 p.m.

The m.v. *Japan* (Swedish East Asiatic Co., Ltd.), left Rotterdam on September 19th, and is due to arrive here on or about October 29th.

The m.v. *Sumatra* (Swedish East Asiatic Co., Ltd.), left Antwerp on September 19th, and is expected to arrive here on or about October 20th.

FOR CANTON.

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S.S. "CHEONGSHING" (Tons 1989)

NOW READY TO RECEIVE CARGO AT

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WILL SAIL FOR CANTON ON

FRIDAY, the 24th inst.

Returning SUNDAY, the 26th inst.

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For further particulars, Apply to—

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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3.
No. 1 for Rheumatic Gout. No. 2 for Head & Ear Diseases. No. 3 for Chronic Weaknesses. SOLD BY ALL DRUGGISTS. PRICE IN HONGKONG, 1/6 PER DOZ. 1/3 PER DOZ. 1/2 PER DOZ. 1/1 PER DOZ. 1/2 PER DOZ. 1/3 PER DOZ. 1/4 PER DOZ. 1/5 PER DOZ. 1/6 PER DOZ. 1/7 PER DOZ. 1/8 PER DOZ. 1/9 PER DOZ. 1/10 PER DOZ. 1/11 PER DOZ. 1/12 PER DOZ. 1/13 PER DOZ. 1/14 PER DOZ. 1/15 PER DOZ. 1/16 PER DOZ. 1/17 PER DOZ. 1/18 PER DOZ. 1/19 PER DOZ. 1/20 PER DOZ. 1/21 PER DOZ. 1/22 PER DOZ. 1/23 PER DOZ. 1/24 PER DOZ. 1/25 PER DOZ. 1/26 PER DOZ. 1/27 PER DOZ. 1/28 PER DOZ. 1/29 PER DOZ. 1/30 PER DOZ. 1/31 PER DOZ. 1/32 PER DOZ. 1/33 PER DOZ. 1/34 PER DOZ. 1/35 PER DOZ. 1/36 PER DOZ. 1/37 PER DOZ. 1/38 PER DOZ. 1/39 PER DOZ. 1/40 PER DOZ. 1/41 PER DOZ. 1/42 PER DOZ. 1/43 PER DOZ. 1/44 PER DOZ. 1/45 PER DOZ. 1/46 PER DOZ. 1/47 PER DOZ. 1/48 PER DOZ. 1/49 PER DOZ. 1/50 PER DOZ. 1/51 PER DOZ. 1/52 PER DOZ. 1/53 PER DOZ. 1/54 PER DOZ. 1/55 PER DOZ. 1/56 PER DOZ. 1/57 PER DOZ. 1/58 PER DOZ. 1/59 PER DOZ. 1/60 PER DOZ. 1/61 PER DOZ. 1/62 PER DOZ. 1/63 PER DOZ. 1/64 PER DOZ. 1/65 PER DOZ. 1/66 PER DOZ. 1/67 PER DOZ. 1/68 PER DOZ. 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SHIPPING NEWS.

ARRIVALS.

September 20th.
Clydebank, British motor ship, 3,128 tons, Capt. E. N. K. Blackmore, from Iloilo, with a general cargo, lying at Kowloon Wharf, pier No. 2.—Bank Line.
Kohoku Maru, Japanese str., 1,603 tons, Capt. T. Urayama, from Takao and Keelung, with coal and general cargo, lying at buoy No. C33.—O.S.K.
Sui Fik, Chinese str., 173 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luca Cheong Wharf.—Fook Hoi Co.
Tjisarua, Dutch str., 4,394 tons, Capt. P. E. C. van Scherneck, from Shanghai, with a general cargo, lying at buoy No. A4.—J.C.J.L.

September 21st.
Helena, British str., 4,810 tons, Capt. W. H. Probert, from Yokohama and Shanghai, with a general cargo, lying at buoy No. A3.—B. & S.
Hop Sang, British str., 1,336 tons, Capt. P. Jowitt, from Tsingtau and Foochow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.
Kamo Maru, Japanese str., 4,885 tons, Capt. S. Shiratori, from London, which port she left on August 12th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.
Springbank, British str., 3,133 tons, Capt. T. C. Alexander, from New York and Taku Bar, lying at buoy No. A10.—Bank Line.
Tango Maru, Japanese str., 4,235 tons, Capt. Minoru Matsuda, from Nagasaki, which port she left on Sept. 17th, with a general cargo, lying at Admiralty buoy No. 1.—N.Y.K.

VESSELS IN DOCK.

At Tai Koo:—*Helena*, *Helena*, *Derwent*, *Lingchow*.
 At Kowloon:—*Tai Tak*.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
 CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
 FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN.

S.S. "SAARLAND" ... due here on or about 24th September, 1926
 S.S. "HESSEN" ... due here on or about 22nd October, 1926
 SAILINGS FOR EUROPE
 S.S. "OLDENBURG" ... sailing from here on or about 11th October, 1926
 S.S. "SAARLAND" ... sailing from here on or about 5th November, 1926

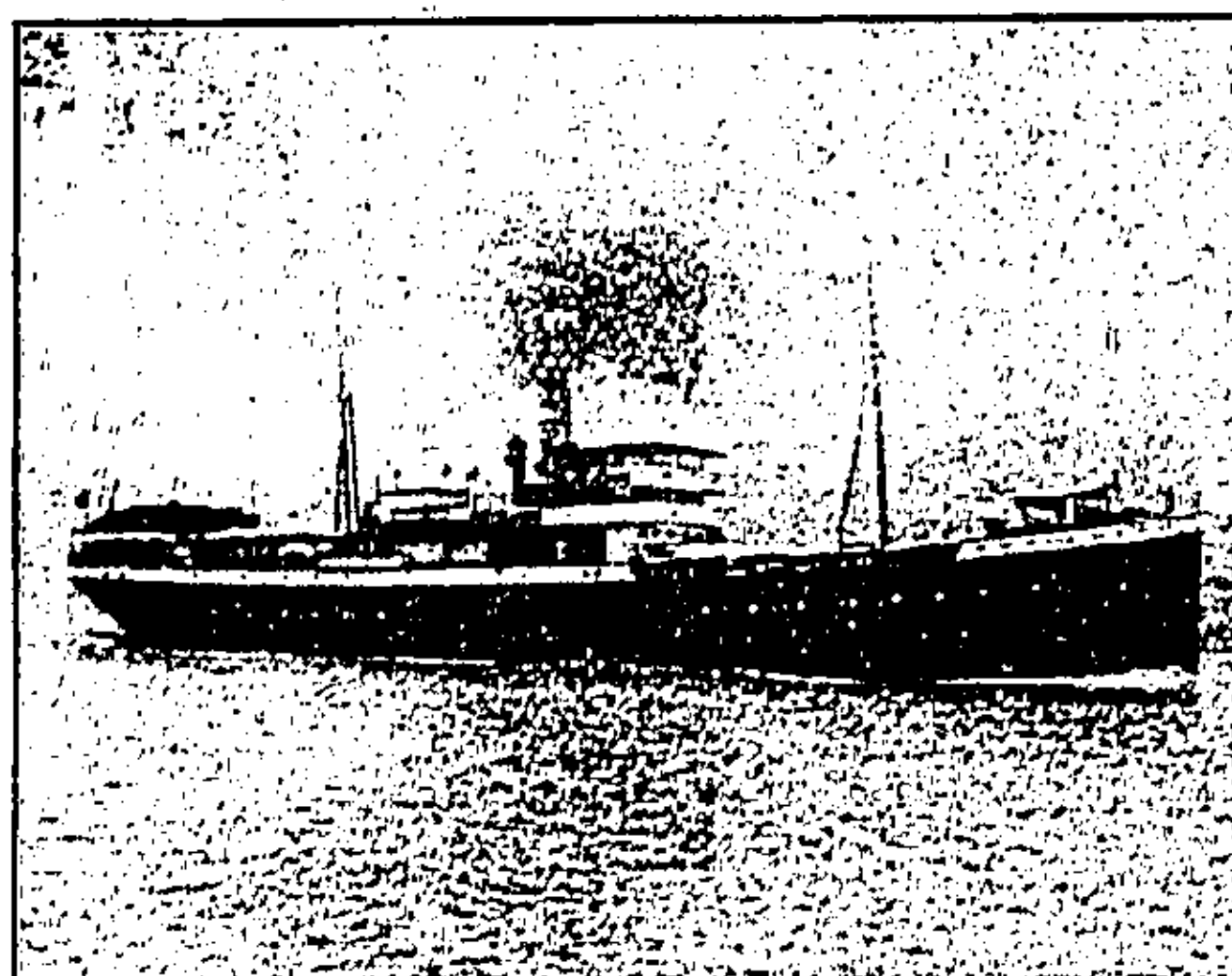
For freight, passage and further particulars please apply to

JEBSEN & CO.
 12, PEDDER STREET.
 TEL. C. 2225.

CHINA BORNEO SHIPPING CO.

HONGKONG-BORNEO LINE.

To Jesselton, Sandakan, Lahad Datu, Tawau and Semporna.
 Calling at Sandakan and Jesselton on Return Voyage.
 Regular Three-weekly Freight and Passenger Service.



Excellent accommodation for Saloon, Second class and Steerage passengers.
 All 1st Class State-rooms and 2nd Class Cabins fitted with Oscillating Electric Fans.
 Hotel reservations arranged at Sandakan and Hongkong if desired.
 Through Bills of Lading issued to other B. N. Borneo Ports.
 Sailings are subject to alteration.

Next Sailing from Hongkong, Wednesday, September 22nd, 1926.

For Freight, Passage and other Information, please apply to—

CARMICHAEL & CLARKE, Agents. QUEEN'S BUILDING. PHONE C. 322.
 W. WATT & CO., Agents. 188, WING LOK STREET WEST. PHONE C. 4983.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS
 FOR VICTORIA AND SEATTLE
 SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MADISON" ... Sept. 25th, 5 p.m.
 "PRESIDENT JACKSON" ... Oct. 7th, 5 p.m.

TO EUROPE—£120-£112

First Class on the Pacific. First Class on American of Canadian Railways. First class and Monies on the Atlantic. Choice of Trans-Continental Airways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT JACKSON" ... Sept. 29th, 5 p.m.
 "PRESIDENT MCKINLEY" ... Oct. 11th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING,
 Telephone: Central 2477, 2478 & 795.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA" ... 9,670 tons d.w., sailing 5th November.
 "CITY OF CAIRO" ... 10,145 tons d.w., sailing 3rd December.

THE above Modern Passenger Steamers will be Despatched at above for BOSTON and NEW YORK via PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ CANAL, Arriving in NEW YORK on or about 5th JANUARY and 2nd FEBRUARY respectively. FARES: £100 Single First Class, £2—Single Second.
 For further Particulars, Apply to—

THE BANK LINE, LTD.
 General Agents.

CLEARANCES.

September 21st.
Glenugie, for Singapore.
Hai Hong, for Amoy.
Hanah, for Kwang Chow Wan.
Helena, for Singapore.
Ho Sang, for Amoy.
Huichow, for Weihaiwei.
Kamo Maru, for Shanghai.
Koku Maru, for Swatow.
Lok Swa, for Jesselton.
Ningpo, for Ningpo.
Ryusho Maru, for Keelung.
Sui Fik, for Sha U Chung.
Tai Sze Ma, for Kwang Chow Wan.
Tango Maru, for Manila.
Van Cloon, for Swatow.

PASSENGERS.

By the N.Y.K. s.s. *Kamo Maru*, from London via ports, on September 21st:—
 Dr. Man Wong, Mr. Wm. N. Rutt, Mr. C. Ross, Mrs. A. W. Bourne, Mr. and Mrs. H. Padberg, Mr. G. Ousum, Mr. A. Anderson, Mrs. E. J. Coleman and baby, Rev. A. G. Paywater, and Rev. E. L. Gunnacker.

DEPARTURES.

Per s.s. *Siberia Maru*, for San Francisco via ports, on September 21st:—
 Hon. Mr. and Mrs. John DeWar, Mr. C. Yang, Mr. S. M. Li, Mr. C. L. Tseng, Mr. C. L. A. Mohideen, Mr. E. Moriyama, Mr. E. Brunner, Mr. R. S. Elias, Mr. Isaac Kwai Kong, Mr. Kwong Kwok, Miss E. Lopez, Miss P. Lopez, Miss M. Hon, Mrs. Hon. Mr. Ho Chan Fan, Mr. Y. Oya, Mr. M. Osoogawa, Mr. Kwok Hing Wang, Mr. F. H. Crapnell, Mr. R. Hamano, Mr. K. Amamiya, Mrs. Amamiya, Mr. T. Itoh, Mr. and Mrs. H. Hotta, Mr. W. E. Grant, Mrs. H. R. Cross, Mr. and Mrs. C. C. Rupert, Mr. R. E. Thomas, Prof. E. Danenberg, Master E. Charles Danenberg, Miss G. Maria Danenberg, Mrs. H. P. Rush, Mr. William Wantz, Miss Violet Walker, Mr. Arthur Chiu, Mr. Loney Chiu Wai, Mr. Lo Shoo, Mr. Leung Pih Han, Mr. Cheung Shue, Mr. E. D. Kee, Mrs. Lee Yuk Yu, Mrs. Cheong Soon Ching, Miss Cheong Yu, and Master Cheong Tak.

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17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE.

£120 £112 £83

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via SHANGHAI and JAPAN PORTS

STEAMERS:	H'kong.	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 6	Oct. 8	Oct. 9	Oct. 11
Oct. 20	Oct. 23	Oct. 23	Oct. 25

Passenger Department: Tel. C. 752. Cables: GACANPAO.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Tuesday, 5th Oct., at Noon
 TENYO MARU ... Monday, 18th Oct., at Noon
 KOKKA MARU ... Tuesday, 2nd Nov., at Noon
 SHINTO MARU ... Tuesday, 16th Nov., at Noon
 SIBERIA MARU ... Monday, 29th Nov., at Noon
 *Omit Honolulu. Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

ANYO MARU ... Friday, 5th Nov., at Noon
 BOKUYO MARU ... Saturday, 27th Nov., at Noon
 RAKUYO MARU ... Wednesday, 15th Jan., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

HAUSAN MARU ... Saturday, 25th Sept.
 KITANO MARU ... Saturday, 9th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.
 AKI MARU ... Wednesday, 20th Oct., at 11 a.m.
 MISHIMA MARU ... Wednesday, 24th Nov., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU ... Saturday, 2nd Oct.
 LISBON MARU ... Sunday, 17th Oct.
 TSUYAMA MARU ... Thursday, 11th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KANAGAWA MARU ... Friday, 15th Oct.
 WAKASA MARU ... Wednesday, 17th Nov.

BOMBAY via Singapore, Penang & Colombo.

PENANG MARU ... Thursday, 30th Sept.
 TAMBA MARU ... Monday, 11th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Friday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Saturday, 16th Oct.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU ... Wednesday, 22nd Sept.
 OSAKA MARU ... Friday, 24th Sept.
 AWA MARU ... Saturday, 2nd Oct.

For further information, apply to—**NIPPON YUSEN KAISHA.**
 Telephone: Central No. 292 (Private exchanges to all Deptts.)



SERVICES CONTRACTUELS

Mail Steamers	Next Sailing from Marseilles	Pro. Arr. at H'kong, and Sailing for Shanghai and Japan	Probable Sailing from Hongkong for Marseilles
ANGERS ... B	13th Aug., 1926	15th Sept., 1926	28th Sept., 1926
D'ARTAGNAN ... A	13th Aug., 1926	28th Sept., 1926	12th Oct., "
ANGKOR ... B	27th Aug., "	12th Oct., "	26th Oct., "
PORTO ... A	10th Sept., "	26th Oct., "	9th Nov., "
OLAMBORD ... B	24th Sept., "	10th Nov., "	23rd Nov., "
PAUL LEGAT ... A	8th Oct., "	24th Nov., "	7th Dec., "
GENERAL METZINGER ... A	22nd Oct., "	24th Nov., "	21st Dec., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A CLASS 1st Class ... £ 99. 0d. B CLASS 1st Class ... £ 85. 0s. 0d.
 STEAMERS 2nd ... £ 70. 0d. STEAMERS 2nd ... £ 61. 0s. 0d.
 Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats)

s.s. "MIN" from DUNKIRK, LONDON & HAVRE is due to arrive on the 23rd September.
 Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,
 Telephone Central 740. 3, QUEEN'S BUILDING
 CONSIGNATION—TRAVEL—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI	"HOPSANG"	Thursday, 31st Sept., at 7 a.m.
TIENTSIN	"CHUPSHING"	Monday, 27th Sept., at Noon.
SANDAKAN	"HINSANG"	Tuesday, 28th Sept., at 2 p.m.
TSINGTAU via SHANGHAI	"LEESANG"	Wednesday, 29th Sept., at Noon.
HAIPHONG	"MINGSANG"	Thursday, 30th Sept., at 8 a.m.
KOBE via KEELUNG	"HANGSANG"	Thursday, 30th Sept., at Noon.
STRAITS & CALCUTTA	"LAISANG"	Saturday, 2nd Oct., at 3 p.m.
TSINGTAU via SHANGHAI	"FOOSANG"	Wednesday, 6th Oct., at Noon.
SANDAKAN	"MAUSANG"	Thursday, 7th Oct., at Noon.
KOBE via YOKOHAMA & YOKKAICHI	"KUMSANG"	Sunday, 10th Oct., at 7 a.m.
STRAITS & CALCUTTA	"HOISANG"	Wednesday, 22nd Oct., at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENSHANE"	5th Oct.
"GLENMARTINSHIRE"	16th "
"GLENBEG"	28th "
"GLENSANDA"	14th Nov.
"GLENTARA"	28th Nov.

HOMEWARDS.

Vessel	Discharges	Leave H'kong.
"GLENOGLE"	Noon, 22nd Sept.	
	London, Rotterdam & Hamburg via Oran.	
"GLENGARRY"	20th Oct.	
	London, Rotterdam & Hamburg via Oran.	

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
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Telephones: Central No. 215, sub-ex. 23, and Central 3696.

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 FREIGHT SERVICE.



Cabin class £73. 4s. 0d. } TO GENOA.
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STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO GENOA, AMSTERDAM, ROTTERDAM, HAMBURG, AND BREMEN VIA MALTA, SINGAPORE, BELAWA, COLOMBO AND PORT SAID.
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.		
*S.S. "TRIER"	6th October, 1926	10th October, 1926
*S.S. "SAARBRUECKEN"	11th November, "	14th November, "
*S.S. "COBLENZ"	2nd December, "	11th December, "
*S.S. "YORK"	2nd December, "	2nd January, 1927
*S.S. "FULDA"	20th December, "	20th February, "
*S.S. "DEFFLINGER"	27th January, 1927	26th February, "
*S.S. "TRIER"	26th February, "	26th March, "
*S.S. "SAARBRUECKEN"	26th March, "	30th April, "
*S.S. "COBLENZ"	22nd April, "	21st May, "

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.

3, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



REGULAR-FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISAROE	SHANGHAI	20th Sept.	23rd Sept.	BATAVIA
TJILBOET	NORTH CHINA	22nd "	25th "	MAKASSAR & JAVA
TJIMANOEK	JAVA & M'KASSAR	26th "	28th "	SHAL & NORTH CHINA
TJIBESAR	JAPAN	28th "	29th "	BATAVIA
TJIKEMBANG	BATAVIA	2nd Oct.	5th Oct.	SHANGHAI
TJISONDARI	SHANGHAI	4th "	7th "	BATAVIA

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF EVANSVILLE" ... From Hongkong Via Suez Canal 21st Sept.
S.S. "CITY OF BATH" ... From Hongkong Via Suez Canal 24th Oct.BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WARR & Co., London.)

Sailings from Hongkong

M.V. "SPRINGBANK" ... From Hongkong Via Suez Canal 30th September.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "KENTUCKY" ... For Havre & London, From Hongkong 13th Sept.
S.S. "CITY OF BANGKOK" ... For Marseilles, Havre, London and Hamburg.
From Hongkong 14th October.FARES TO LONDON "A" 1st Class £35. 2nd Class £20.
"B" 1st Class £30. 2nd Class £25.

MAURITIUS & SOUTH AFRICA

ORIENTAL-AFRICAN LINE

STEAMERS From Hongkong October.

Leading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Oshana, Inhambane, Zanzibar, Mozambique, Kilimanjaro, Fort Mallet, Lourenco Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALESTINE" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

Tel. Cent. 4731

THE BANK LINE LTD. [2]

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

NEW YORK

PHILADELPHIA

M.V. "MALAYAN PRINCE" ... Leave Hongkong 3rd Oct., 1926

For Freight and Sail Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furness.

King's Building.

[19]

**KONINKLIJKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN CLOON"Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 29th September.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service
to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

Yong Building, Cross Road.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-
STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"NELLORE"	6,852	29th Sept.	Singapore, Penang, Colombo & Bombay.
"KASHGAR"	9,005	2nd Oct. Noon	Marseilles, London, Antwerp & Hull.
"JEYPORE"	5,318	11th Oct.	Singapore, Penang, Colombo, Bombay & Karachi.
"MOREA"	10,918	16th Oct.	Marseilles and London.
"NYANZA"	7,023	27th Oct.	Singapore, Penang, Colombo & Bombay.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"ALIPPORE"	5,273	8th Nov.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	13th Nov.	Marseilles and London.
"DEVANHA"	8,155	24th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, London and Antwerp.
"NELLORE"	6,852	9th Dec.	Singapore, Penang, Colombo and Bombay.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	5,097	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MIRZAPORE"	6,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,023	6th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,141	22nd Jan.	Marseilles, London and Antwerp.
"MOREA"	10,918	5th Feb.	Marseilles and London.
"KASHGAR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	15th March	Marseilles and London.
"MONGOLIA"	16,504	19th March	Marseilles and London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"DEVANHA"	8,155	8th April	Marseilles, London, Antwerp & Rotterdam.
"KARMALA"	9,128	12th April	Marseilles, London and Antwerp.
"MALWA"	10,941	30th April	Marseilles and London.
"KHIVA"	9,135	14th May	Marseilles, London and Antwerp.
"MOREA"	10,918	29th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TILWA"	10,005	22nd Sept. 2 p.m.	Singapore, Penang and Calcutta.
"TALAMBA"	8,013	25th Sept.	do.
"SEIRALA"	7,841	11th Oct.	do.
"TALMA"	10,000	17th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	1st Oct.	Manila, Sandakan, Thursday Island.
"ARAFURA"	6,000	29th Oct.	Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	3rd Dec.	
"ST. ALBANS"	4,500	31st Dec.	
"ARAFURA"	6,000	28th Jan.	
"TANDA"	6,956	4th Mar.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Kobe, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"NYANZA"	7,023	23rd Sept. Noon	Shanghai, Daire, Moji and Kobe.
"TALMA"	10,000	24th Sept.	Amoy, Moji, Kobe and Osaka.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji & Kobe.
"MIRZAPORE"	6,715	23rd Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"NELLORE"	6,852	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	5,097	14th Nov.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	22nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	25th Nov.	Shanghai only.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	16th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	11th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,141	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"NELLORE"	6,852	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,956	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	19th March	Shanghai, Moji and Kobe.
"MALWA"	10,941	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Landries.
Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Cross Street, HONGKONG. Agents.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING ... Friday, 24th September, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Fochow (Parade Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—**DOUGLAS LAPRAIK & CO.,**

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

AMOY & SINGAPORE	... "ANHUI"	... On 21st Sept., 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	... "HUICHOW"	... On 21st Sept., 4 p.m.
NINGPO, SHANGHAI & NEWCHOW	... "NINGPO"	... On 21st Sept., 4 p.m.
BANGKOK	... "KALGAN"	... On 22nd Sept., Noon.
HOHOW & HAIPHONG	... "TRAN"	... On 23rd Sept., 10 a.m.
SWATOW & SHANGHAI	... "SUNNING"	... On 23rd Sept., 3 p.m.
SHANGHAI & TIENTSIN	... "KANGHAI"	... On 24th Sept., 6 a.m.
SHANGHAI & NEWCHOW	... "KANGHAI"	... On 24th Sept., 6 a.m.
AMOY & SINGAPORE	... "KANGHAI"	... On 24th Sept., 6 a.m.
BANGKOK	... "KANGHAI"	... On 24th Sept., 6 a.m.
AMOY & SHANGHAI	... "KANGHAI"	... On 24th Sept., 6 a.m.
AMOY & SINGAPORE	... "KANGHAI"	... On 24th Sept., 6 a.m.
TIENTSIN	... "KANGHAI"	... On 24th Sept., 6 a.m.
SHANGHAI	... "KANGHAI"	... On 24th Sept., 6 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

TELEPHONE CENTRAL 33.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sailing Hongkong on or about
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents. [5]

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE" ... Sails on or about 12th October.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.
M.V. "VIMINALE" ... Sails on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.
S.S. "FIUME L" ... Sails on or about 7th October.
M.V. "VIMINALE" ... Sails on or about 30th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLUMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

[17]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF EVANSVILLE"	... Via Suez Canal	24th September
"CITY OF BATH"	... Via Suez Canal	8th October
"TEUCER"	... Via Suez Canal	22nd October
"CITY OF CAIRO"	... Via Suez Canal	5th November

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to charge without notice.

For Freight and Passage, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, JARDINE MATHESON & CO. LTD., CANTON. [21]

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
AMOI...	Taiwan	22nd Sept.
SHANGHAI...	Linnam	22nd Sept.
STRAITS...	Nyasia	22nd Sept.
EUROPE via NEGAPATAN (Letters only)	Taiwan	23rd Sept.
London, 26th Aug.	Taiwan	24th Sept.
MANILA...	Taiwan	25th Sept.
JAPAN...	Taiwan	27th Sept.
EUROPE via NEGAPATAN (papers only)	Taiwan	27th Sept.
London, 26th August	Taiwan	27th Sept.
AUSTRALIA AND MANILA	Taiwan	4th Oct.

OUTWARD MAILS.

FOR	PER	DATE
Swatow, Amoy and Formosa	Koto Maru	Wednesday, 22nd
Shanghai and Japan	Koto Maru	8.30 A.M.
Manila, Australia & New Zealand via	Tango Maru	8.30 A.M.
Thursday Island—due Thursday 1st	Tango Maru	8.45 A.M.
land, 4th Oct.	Tango Maru	8.30 A.M.
Bangkok	Kalena	10.30 A.M.
Straits and Calcutta	Tilaca	11.00 A.M.
Shanghai	Hopson	2.30 P.M.
Hoihow and Haiphong	Tean	Thursday, 23rd
Batavia	Tylosa	8.30 A.M.
Shanghai, Japan & EUROPE via Siberia	Tylosa	11.30 A.M.
(Letters & postcards specially asper-	Tylosa	11.30 A.M.
scribed "via Siberia" only)	Tylosa	11.30 A.M.
Swatow	Sunning	1.30 P.M.
Formosa	Kokoku Maru	3.30 P.M.
Batavia	Tylosa	Saturday, 25th
Bandana	Hinsang	12.30 P.M.
Shanghai, Japan, Canada, U.S.A., C. & S.	Pres. Madison	12.30 P.M.
America & EUROPE via Victoria,	Pres. Madison	12.30 P.M.
B.C.—due Victoria, B.C., 14th (et.	Pres. Madison	12.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S.	Hakusan Maru	1.45 P.M.
Africa, Aden, Egypt & EUROPE via	Hakusan Maru	2.30 P.M.
Marseilles—due Marseilles, 24th Oct.	Hakusan Maru	5.00 P.M.
Shanghai	Kanchow	5.00 P.M.
Swatow, Amoy and Formosa	Hozan Maru	Sunday, 26th
Bangkok	Kingman	8.00 A.M.
Amoy	Sinkiang	2.30 P.M.
Saigon, Straits, Ceylon, India, Mauritius,	Angers	Monday, 27th
E. & S. Africa, Egypt & EUROPE via	Angers	2.30 P.M.
Marseilles—due Marseilles, 26th	Angers	2.30 P.M.
October	Angers	2.30 P.M.
Amoy	Kiungchow	5.00 P.M.
Shanghai	Yalshing	Wednesday, 29th
Shanghai	Sochow	10.30 A.M.
Haiphong	Mingyang	5.00 P.M.
Formosa	Hangyang	Thursday, 30th
Straits, Ceylon, India, Mauritius, E. & S.	Hangyang	10.30 A.M.
Africa, Aden, Egypt & EUROPE via	Hangyang	10.30 A.M.
Marseilles—due Marseilles, 30th Oct.	Hangyang	10.30 A.M.
Straits & Calcutta	Laisang	Saturday, 2nd
Shanghai	Foohing	1.00 P.M.
Bandana	Mausang	Wednesday, 6th
	Mausang	10.30 A.M.
	Mausang	Thursday, 7th
	Mausang	10.30 A.M.

*Correspondence bearing vessel's name only.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$50,000,000
 Issued and Fully Paid\$30,000,000
 up\$30,000,000
 Reserve Funds:—
 Sterling\$4,500,000
 Silver\$37,000,000
 Reserve Liability of Pro-
 prietors\$20,000,000

HEAD OFFICE: HONGKONG.

Court of Directors:
 Hon. Mr. D. G. M. BERNARD,
 Chairman.
 Hon. Mr. A. O. LANG,
 Deputy Chairman.
 W. H. Ball, Esq., J. A. Plummer, Esq.,
 A. H. Compton, Esq., T. G. West, Esq.,
 W. L. Patterson, Esq., H. P. White, Esq.,
 G. M. Young, Esq.,
 Chief Manager,
 A. H. BARLOW, Esq.

CURRENT ACCOUNTS opened in LOCAL
 CURRENCY and Fixed Deposits re-
 ceived for one year or shorter
 periods in Local CURRENCY and
 Sterling on terms which will be
 quoted on application.
 Hongkong, 27th May, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank
 is conducted by the HONG-
 KONG & SHANGHAI BANK-
 ING CORPORATION. Rules may
 be obtained on application.
 For the HONGKONG & SHANGHAI
 BANKING CORPORATION,
 A. H. BARLOW, Chief Manager.
 Hongkong, 27th May, 1926. [25]

BANQUE DE L'INDO-CHINE.

Head Office:
 90, Boulevard Haussmann, Paris.

Subscribed Capital.....Fr.72,000,000.00
 Paid-up Capital.....Fr.68,400,000.00
 Reserve Fund.....Fr.58,567,283.54

BRANCHES:
 Bangkok, Hanoi, Pondicherry,
 Batavia, Hongkong, Saigon,
 Canton, Shanghai, Singapore,
 Djibouti, Noumea, Tientsin,
 Fort-Bayard, Papeete, Tonkin,
 Haiphong, Peking, Yunnan,
 Hankow, Pnom-Penh, Yunnan.

IN FRANCE: Comptoir National
 d'Escompte de Paris; Crédit
 Lyonnais; Banque de Paris et
 des Pays-Bas; Crédit Industriel
 et Commercial; Société Générale.
 IN LONDON: The National Provincial
 and Union Bank of England,
 Ltd.; Comptoir National d'Es-
 compte de Paris; Crédit
 Lyonnais.
 IN NEW YORK: J. P. Morgan &
 Co.; French-American Banking
 Corporation; Guaranty Trust
 Co., of New York.

Interest allowed on Current Ac-
 counts and Fixed Deposits accord-
 ing to arrangement.
 Every description of Banking and
 Exchange Business transacted.
 A. LECOT,
 Manager.
 Hongkong, 20th March, 1924. [22]

THE BANK OF EAST ASIA, LIMITED.

Head Office: HONGKONG.
 10, Des Vaux Road Central.

AUTHORIZED CAPITAL.....\$10,000,000
 PAID-UP CAPITAL.....5,000,000
 RESERVE FUND.....1,200,000

BRANCHES AND AGENTS:
 Canton, Osaka, Haiphong,
 London, Singapore, Batavia,
 Seattle, Melbourne, Kowloon,
 Nagasaki, Calcutta, New York,
 Tientsin, Saigon, Kobe,
 Manila, San Francisco, Peking,
 Bombay, Taipei, Bangkok,
 Shanghai, Tokyo, Sourabaya,
 Paris, Penang, Semarang,
 Honolulu.

Correspondents in all principal
 cities of the world.
 Every description of Banking and
 Exchange business transacted.
 Loans granted on approved securi-
 ties.

SAFE DEPOSIT BOXES To Let.
 KAN TONG PO,
 Chief Manager.
 Hongkong, 22nd May, 1922.

THE BANK OF OANTON, LTD.

Head Office: HONGKONG.
 Established 1912.

AUTHORIZED CAPITAL.....\$1,200,000
 PAID UP CAPITAL.....\$1,052,225
 SILVER RESERVE FUND \$ 700,000
 branches:—CANTON, SHANGHAI, HAN-
 KOW, SWATOW, BANGKOK, NEW
 YORK AND SAN FRANCISCO.

Correspondents in all Principal
 Cities of the World.
 London Bankers:—THE LLOYDS
 BANK, LIMITED.

Every description of banking busi-
 ness transacted.
 Safe Deposit Boxes in various
 sizes to be let from \$5.00 to \$40.00
 yearly.
 LOOK POON SHAN,
 Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

September 21st, 1926.
 On LONDON—
 Telegraphic Transfer3 1/2
 Bank Bills, on demand3 1/2
 Bank Bills, at 30 days' sight3 1/2
 Bank Bills, at 4 months' sight3 1/2
 Bank Bills, at 6 months' sight3 1/2
 Bank Bills, at 9 months' sight3 1/2
 Bank Bills, at 12 months' sight3 1/2
 On NEW YORK—
 Bank Bills, on demand82
 Bank Bills, at 30 days' sight82
 Bank Bills, at 60 days' sight82
 Bank Bills, at 90 days' sight82
 Bank Bills, at 120 days' sight82
 Bank Bills, at 150 days' sight82
 Bank Bills, at 180 days' sight82
 Bank Bills, at 210 days' sight82
 Bank Bills, at 240 days' sight82
 Bank Bills, at 270 days' sight82
 Bank Bills, at 300 days' sight82
 Bank Bills, at 330 days' sight82
 Bank Bills, at 360 days' sight82
 On HONGKONG—
 Bank Bills, on demand137 1/2 nom.
 Bank Bills, at 30 days' sight137 1/2 nom.
 Bank Bills, at 60 days' sight137 1/2 nom.
 Bank Bills, at 90 days' sight137 1/2 nom.
 Bank Bills, at 120 days' sight137 1/2 nom.
 Bank Bills, at 150 days' sight137 1/2 nom.
 Bank Bills, at 180 days' sight137 1/2 nom.
 Bank Bills, at 210 days' sight137 1/2 nom.
 Bank Bills, at 240 days' sight137 1/2 nom.
 Bank Bills, at 270 days' sight137 1/2 nom.
 Bank Bills, at 300 days' sight137 1/2 nom.
 Bank Bills, at 330 days' sight137 1/2 nom.
 Bank Bills, at 360 days' sight137 1/2 nom.
 On SHANGHAI—
 Bank Bills, on demand143
 Bank Bills, at 30 days' sight143
 Bank Bills, at 60 days' sight143
 Bank Bills, at 90 days' sight143
 Bank Bills, at 120 days' sight143
 Bank Bills, at 150 days' sight143
 Bank Bills, at 180 days' sight143
 Bank Bills, at 210 days' sight143
 Bank Bills, at 240 days' sight143
 Bank Bills, at 270 days' sight143
 Bank Bills, at 300 days' sight143
 Bank Bills, at 330 days' sight143
 Bank Bills, at 360 days' sight143
 On YOKOHAMA—
 Bank Bills, on demand103 1/2
 Bank Bills, at 30 days' sight103 1/2
 Bank Bills, at 60 days' sight103 1/2
 Bank Bills, at 90 days' sight103 1/2
 Bank Bills, at 120 days' sight103 1/2
 Bank Bills, at 150 days' sight103 1/2
 Bank Bills, at 180 days' sight103 1/2
 Bank Bills, at 210 days' sight103 1/2
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 Bank Bills, at 270 days' sight103 1/2
 Bank Bills, at 300 days' sight103 1/2
 Bank Bills, at 330 days' sight103 1/2
 Bank Bills, at 360 days' sight103 1/2
 On MANILA—
 Bank Bills, on demand92
 Bank Bills, at 30 days' sight92
 Bank Bills, at 60 days' sight92
 Bank Bills, at 90 days' sight92
 Bank Bills, at 120 days' sight92
 Bank Bills, at 150 days' sight92
 Bank Bills, at 180 days' sight92
 Bank Bills, at 210 days' sight92
 Bank Bills, at 240 days' sight92
 Bank Bills, at 270 days' sight92
 Bank Bills, at 300 days' sight92
 Bank Bills, at 330 days' sight92
 Bank Bills, at 360 days' sight92
 On SINGAPORE—
 Bank Bills, on demand125
 Bank Bills, at 30 days' sight125
 Bank Bills, at 60 days' sight125
 Bank Bills, at 90 days' sight125
 Bank Bills, at 120 days' sight125
 Bank Bills, at 150 days' sight125
 Bank Bills, at 180 days' sight125
 Bank Bills, at 210 days' sight125
 Bank Bills, at 240 days' sight125
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 Bank Bills, at 330 days' sight125
 Bank Bills, at 360 days' sight125
 On HAIKOW—
 Bank Bills, on demandnom.
 Bank Bills, at 30 days' sightnom.
 Bank Bills, at 60 days' sightnom.
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 On YOKOHAMA—
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